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NEW ORLEANS

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HISTORY
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NEW ORLEANS

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By
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VOLUME II

THE LEWIS PUBLISHING COMPANY

CHICAGO AND NEW YORK

1922

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History of New Orleans

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History of New Orleans

CHAPTER XXXI

THE LOTTERY

The gubernatorial campaign of 1892 turned upon the question, whether or no the charter of the Louisiana State Lottery should be renewed. As this institution was domiciled in New Orleans, and, in one way or another, entered into almost every phase of life in the community, the city had a vital interest in the result. During the quarter century of its existence, the lottery entrenched itself in local business life, in politics, and to some extent in society. It is probably not going too far to say that at the moment at which we have now arrived, no important undertaking in New Orleans could be financed without the assistance of one of the little group of capitalists connected with the lottery. For a long time its money and its lobbyists had played an important, and sometimes a decisive part, in state elections, and, less frequently, in city elections also. Finally, the existence of a chartered form of gambling had a corrupting effect upon the life of the community and tended to break down habits of industry, and to build up a lawless spirit which was in no small degree responsible for the long train of disorders which constitute the burden of so many pages in this volume.

It must be confessed that the Louisiana State Lottery Company was not responsible for introducing into Louisiana the idea of licensed gambling. From the early days of the nineteenth century the State Legislature had wrestled with the problem of gambling, and with regard especially to New Orleans, had tried repeatedly the experiment of putting it under governmental control and supervision. The earliest lottery of which we have record in Louisiana was one held by the rector, wardens, and vestrymen of Christ Church, to raise a fund of \$10,000 for religious purposes. The act incorporating this enterprise was passed March 6, 1810. In 1814 a lottery was organized to raise funds for the improvement of navigation in Bayou Boeuf. The incorporators were George Matthews, Henry Clements, William Miller, Levy Wells, and Leonard Compton, all respectable and, presumably, patriotic citizens. In 1819 the State Medical Society was authorized to raise \$10,000 by means of a lottery, with which to purchase instruments and a library. In 1822 a lottery of which the proceeds were to be used to improve Bayou Lafourche was incorporated by Alfred Hennen, Agricola Fusilier, Peter Regnier, and John Wilkinson. Another for the benefit of the "Chafaiaya," had among its promoters Auguste Louallier, James Still, J. M. Dubaillon, Luke LeSassier, and William Haslet. At that time the First Presbyterian Church had incurred a debt of \$30,000, and no better way offered to clear it off than to hold a lottery, permission for which was obtained from the State Legislature. The Grand Lodge of Masons built a Masonic Hall in New Orleans in 1827 on the money raised by a lottery. In the same year lotteries were authorized for the extension of the public roads in Iberville parish and for the benefit of the College of Louisiana, which was in need of \$4,000 for new buildings. At the same time a state lottery was proposed which, it was expected, would bring into the depleted state coffers the sum of \$200,000 annually. This enterprise was promoted by Henry L. Ranyon, but does not seem to have materialized. And,

merely to close a list which might be considerably extended, a lottery may be mentioned which was engineered by the regents of the New Orleans schools, to raise a fund for the erection of a central high school and some primary school houses.¹ Louisiana was not the only state which favored lotteries as a means of procuring cash for benevolent, religious and educational purposes. They were, in fact, a favorite financial device in all parts of the United States in the early days of the republic. Later on, after the Civil war, for example, foreign lotteries, among which may be mentioned the Havana, the Royal Saxon, and the Hamburg, vended their tickets in Louisiana. There were also lotteries of which the headquarters were in the adjoining states of Alabama, Georgia and Kentucky. The magnitude of their sales in Louisiana suggested the possibility of a local lottery company, and thus led the way to the establishment of the colossal enterprise, the fate of which was determined in the campaign of 1892.²

There was, however, never lacking in Louisiana a public sentiment adverse to the lottery idea. As early as 1826 Governor Johnson, in a message to the State Legislature, had commented upon the number of lotteries that had been organized in the state. "It may deserve inquiry," he wrote, "whether it is expedient to resort for any object whatever to a mode of raising money so uncertain in its results, and so extravagantly expensive when effectual." In 1833 a bill was carried through the Legislature forbidding lotteries in Louisiana under heavy penalties. Although this law received the governor's signature, it does not seem to have been enforced. In 1841 similar legislation was enacted, but with correspondingly little effect.³ The anti-lottery sentiment in the community, however, gathered strength with the growth of education and of experience, and it is extremely doubtful if the Louisiana State Lottery could ever have obtained its charter, except for the moral and political confusion of the reconstruction epoch. By exploiting these exceptional conditions, however, it was successful, in the face of the disapproval of the wisest and most enlightened part of the population, both of city and of state.

In 1863 the agent in New Orleans of the Alabama Lottery Company was a man named Johnson. The very large business done by Johnson attracted the attention of C. T. Howard and John A. Morris, who at that time owned one of the finest stock-farms in the State of Texas, and was the possessor of a large fortune. Morris was as intimately associated with New Orleans as he was with Texas, and had also important connections with New York, where, many years later, he built the famous race-course at Morris Park. Morris and Howard interested Ben Wood, C. H. Murray, and other New Yorkers in the idea of a lottery in Louisiana, and in 1868 applied to the carpet-bag Legislature for a charter. The conditions under which the grant was made were afterwards severely criticised.⁴ Then the people acquiesced, it is true, but some justification can be found for their attitude in the fact that the Civil war had left them sorely impoverished, and that the spoliation perpetrated by the carpet-baggers had reduced the state to extremes. Thus, when the lottery company offered to pay an annuity of \$40,000 to the Charity Hospital in

¹ "Memoirs of Louisiana," I, 209-210. The data given is evidently taken from Martin's History of Louisiana.

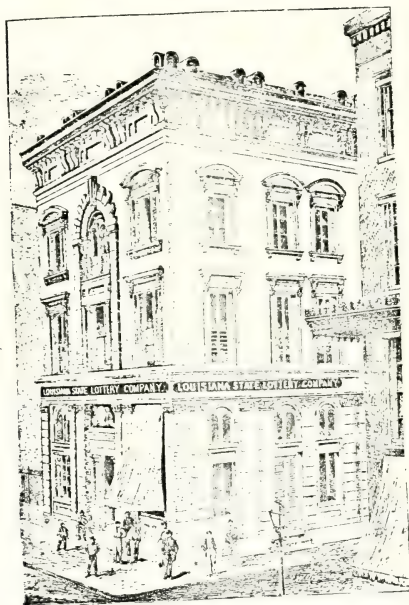
² Chicago Record-Herald, February 24, 1907; Jewell's Crescent City Illustrated.

³ Martin, "History of Louisiana," 424-442, *passim*.

⁴ Southwestern Presbyterian, August 21, 1890; see also Johnson, "Life of Benjamin Morgan Palmer," 547.

New Orleans, it was openly defended by many persons. The company's charter fixed its capital at \$1,000,000. It was to enjoy a monopoly of the lottery business in the state for a period of twenty-five years.

None of the original promoters of the scheme, however, had any practical experience in the lottery business and the result was virtual failure. No money was made, although an estimated \$100,000 was invested in the venture. The company was on the verge of quitting, in fact had decided to quit, when a man who had been working for the concern in a minor capacity sought an audience with the management. This man was Dr. M. A. Dauphin, an Austrian physician of very weak body but of very



OFFICE OF LOUISIANA STATE LOTTERY

shrewd mind. He told his employers that he could make the lottery pay, if they would put \$50,000 more into it as working capital to be used as he might direct.

There was some hesitation on the part of the lottery managers, but they finally decided to give Doctor Dauphin a chance. The feeble-bodied, but nimble-witted, Austrian physician revised the plan on which the company had been running. He brought to bear all the information regarding lotteries which he had brought with him to America from Europe. From the day Doctor Dauphin assumed direction of affairs the Louisiana State Lottery became a gold mine for its owners. How much of the authorized capital stock ever was issued was never known to the outside world, as the concern was and, until the United States Government dealt

it its death blow, always remained a close corporation. It is known, however, that under the direction of Doctor Dauphin the shares of a par value of \$100 rose from \$35 in 1879 to \$1,200 in 1890—so that the market value of its stock in the latter year was more than double the whole banking capital of the state. Through the mismanagement of later years this stock declined to as low as \$7 a share, at which price the widow of the real originator of the scheme sold a large block to a New Orleans banker, who thereafter was prominently identified with the affairs of the company. It is not believed that more than \$500,000 ever was paid into the treasury in the form of actual cash for stock. The promoters of the enterprise built up the original capital, and accumulated an enormous reserve, while declaring dividends of from eighty to 170 per cent per annum, and that, too, out of only one-half of the net earnings, the other half belonging to Morris and Howard.

For ten years the lottery company maintained itself, against constant legislative assault, by the skillful use of its large political influence and abundant funds. In 1879, however, the Legislature repealed the charter. This result was brought about by the narrow margin of two votes in the senate. The company promptly took the matter into the courts, where Judge E. C. Billings, United States district judge, practically annulled the action of the Legislature, in a decision which held that the act of 1868 was in the nature of a contract, and could not be abrogated without the consent of all parties. The soundness of this decision was questioned at the time on the ground that the charter, if a contract, was an immoral one, and as such indefensible under the Constitution of the United States. There was, moreover, a decision of the United States Supreme Court which seemed to run directly contrary to Judge Billings' views.⁵ The lottery company, therefore, did not feel safe. It felt the need of more definite legal safeguards. The same Legislature which repealed the charter had provided for a constitutional convention. If the lottery company could induce the delegates to insert into the fundamental law of the state a provision defining its status, then it would thereafter be safe from the danger of legislative interference with its business.

Accordingly, when the convention met, the lottery agents brought the matter before the members. They supported their arguments with Billings' decision, with promises to give up the company's monopoly, to retire from politics, and to allow a provision to be incorporated into the constitution prohibiting all lotteries after January 1, 1895. Among the delegates were several distinguished attorneys who owed their seats to the influence exerted on their behalf by the lottery or its henchmen. The whole convention was surrounded "by a strong lobby of purchased respectability."⁶ Under the circumstances the opposition was powerless to prevent the insertion into the new constitution of an article re-instating the repealed charter, without its monopolistic feature; permitting the Legislature to charter other lotteries; and providing that after January 1, 1895, all lotteries whatsoever should be prohibited in Louisiana. This provision was regarded generally as a compromise. Rather than defeat the constitution in which it was embedded, the people adopted it, in the belief that, in a few years, the whole lottery evil would be extinguished beyond the possibility of resurrection.

⁵ Boyd vs. Alabama. See Johnson's Palmer, 547.

⁶ See the address issued by The Anti-Lottery Convention which met in Baton Rouge, August 21, 1890.

The concessions which the lottery people had made were merely apparent. The renounced monopoly was, in effect, retained by the company, which, through the immense political influence commanded by its wealth, prevented every Legislature elected after 1880 from granting any additional lottery charters. To this end the prejudice of good men against the multiplication of such charters was also industriously exploited.

The business of the lottery company increased with amazing rapidity. The charter gave it a monopoly not only of the lottery business but of the "policy" business in New Orleans. This policy privilege was of enormous value but in the end proved the undoing of the lottery company. Policy, in substantially the same form as it was played in Chicago up to the citizens' association crusade of 1905, had existed in New Orleans for years, as it existed in all cities where any considerable proportion of the population was negro.

Under the new, constitutionally ratified charter the Louisiana company organized the policy game in a way that gave it a tremendous impetus. Before long the city was policy mad. Visitors to New Orleans in the '80s, remember well the open policy booths in the main business streets of the city and the lines and crowds of negroes and whites that thronged the "book," seeking to bet their nickels and dimes on the innumerable combinations of figures which superstition or fancy dictated. There were policy booths in front of laundries, bar-rooms, groceries and markets. There were instances where as much as \$5,000 was paid for a stand if the location were favorable enough, which might not be more than four feet square of space, with a small table and a chair. More than a hundred policy shops existed in New Orleans. The profits from the policy game, in which there were two drawings daily, were large enough to pay all the expenses of the lottery proper, in which the drawing was monthly, leaving the profits from the national business, over the payments of prizes, clear gain.

The Louisiana State Lottery, in its monthly drawing scheme, started by issuing a ticket which sold for 25 cents and by offering a capital prize of \$3,750. It was allowed to issue only 100,000 numbers. The immense popularity of the new scheme soon made it necessary for the company to devise a plan under which it would be able to increase the volume of the business to meet the demand for the tickets.

The first change was to a 50-cent ticket and a \$7,500 prize. Successively, as the business grew and the demand for tickets increased, the prices for whole tickets and capital prizes were established as follows: \$15,000 for a \$1 ticket, \$30,000 for a \$2 ticket, \$75,000 for a \$5 ticket, \$150,000 for a \$10 ticket, 300,000 for a \$20 ticket, and, finally, the extraordinary capital prize of \$600,000 for a \$40 ticket. This last-named, almost fabulous, prize was awarded semi-annually. There is no record that the \$600,000 prize ever was drawn in a lump sum by a person holding the whole \$40 ticket, but the time is still remembered when a New Orleans barber won and was promptly paid \$300,000 which he won on a whole \$20 ticket. The aggregate schemes of monthly and semi-annual drawings reached the sum of \$28,000,000 annually. The aggregate of the daily drawings came to about \$20,000,000 more.

In formulating his original plan the shrewd Doctor Dauphin had considered well the fact that the lottery company must depend for its ultimate success on a belief on the part of the public that the drawings of the

company were, in fact, pure chance and that all prizes would be paid without quibble to the holders of "lucky numbers." He knew that the concern could prosper only as the public had confidence in it. It must be remembered that in these early days of the lottery the buying of a lottery ticket was scarcely considered gambling. Of course the official sanction given the concern by the state had much to do with differentiating the purchase of lottery tickets from other forms of gambling in a sentimental aspect. Virtually no prejudice had to be overcome, therefore, and the main object to accomplish was to convince the public that the scheme was "square." While the name of Morris went far toward accomplishing this, Doctor Dauphin hit on the plan of placing the drawings under the supervision of men whose very endorsement would be a guarantee to the public that the lottery was as honestly conducted as possible.

It was in this way that Gen. P. G. T. Beauregard and Gen. Jubal A. Early were brought into the scheme. The former lived in New Orleans and the latter in Virginia. Both were men of much popularity in the North, and in the South they were popular idols. Their distinguished services for the confederacy in the Civil war placed them in positions in the public mind little below that which had been occupied by Gen. Robert E. Lee. Financially both of these distinguished soldiers were in straightened circumstances. The Louisiana Lottery Company offered each one of them \$30,000 a year to act as commissioner for the company and to supervise the drawings. This was as far as the connection of either with the company went. Not more than two days' work per month was required of them.

In the early days of the lottery the public drawings were held in the various New Orleans theaters but later the company erected a building for administrative purposes in St. Charles Street, at the corner of Union, and in this building a hall for the drawings was provided. Beauregard and Early were in complete charge of the drawings. The plan of the drawings was this:

On 100,000 slips of paper an inch wide and six inches long were printed that many numbers. The numbers were in large type. Each of these 100,000 slips was rolled tightly with the number on the inside, and the roll was inserted in a case consisting of a section of small rubber hose about an inch long. These 100,000 tubes were then dumped in a hollow wheel about five feet in diameter and two feet thick.

The wheel was made of two glass discs joined at the periphery with a thin wooden band as wide as the wheel. In this band was arranged a slide which could be opened and a hand inserted into the hollow wheel. On the stage near this "number wheel" stood a similarly constructed wheel one-third the size. In all, the scheme called for a giving of 3,434 prizes at each drawing; and the smaller, or "prize wheel," contained that many of the small rubber tubes—the "prize tubes,"—minus the number of "terminal" and "approximation" prizes. In each one of these tubes was a slip of paper containing figures representing a prize.

Thus equipped, the commissioners were ready to begin the drawing. For spectacular effect two boys from the local asylum for the blind were chosen to draw the tubes from the wheels. A robust negro turned the cranks, mixing the rubber tubes in the wheels thoroughly. Then one of the blind boys drew a tube from the big wheel. A man selected by the commissioners for the purpose extracted the rolled slip from the tube, held it up before the audience and announced the number. At the same

time the other blind boy drew a tube from the prize wheel and the announcer called out the sum marked on this slip. This prize, then, was drawn by the number drawn from the other wheel at the same time. The drawing required hours and usually was witnessed by a large audience.

After it was over Beauregard and Early placed the rubber tubes into sacks, sealed the sacks, placed them in vaults to which they only had the combination and sealed these vaults with paper strips fastened by wax seals impressed with seal rings which they wore. Once each year new slips were substituted.

So thoroughly were the features advertised providing for insuring an honest drawing that the public soon became convinced that there was no chance for jugglery, and so long as the company existed, the buyers purchased tickets in the utmost confidence that if they did not win it was not because of unfair drawings. The idea of purchasing the name of some distinguished Confederate officer proved so valuable that after the deaths of both Beauregard and Early the services of Gen. W. L. Cabell of Texas was secured. General Cabell was known to the South as "Old Tige," by virtue of his fierce fighting record in the Civil war. He was a West Point graduate and was at one time the commander-in-chief of the trans-Mississippi division of the United Confederate Veterans. The war left him poor, and, as it did many others, unqualified to a great extent for the struggles of civic life. The lottery company secured his services as commissioner for \$6,000 in the beginning of his service with it, although this amount was probably increased later on. General Cabell was eventually involved in the prosecutions instituted by the Government to suppress the lottery.

The death of John A. Morris brought Doctor Dauphin into the presidency of the company and he held this position until he in turn died. Under his administration the affairs of the scheme prospered amazingly. The next president was C. T. Howard. It was under Howard that the lottery company received its widest publicity. On every occasion for charity or volunteer funds for public purposes the lottery company promptly appeared with a big subscription. In this way it came to be regarded as a public benefactor by many people in the State of Louisiana. The Mississippi River in those days not infrequently overflowed the levees and wrought havoc on hundreds of farms, and on all such occasions, with the unlimited funds of the lottery at its disposal, its officers chartered steamboats, loaded them with supplies and went to the rescue of the flood sufferers.

Of course these things were done for advertising purposes solely, but at the same time they served to place the Louisiana lottery in a position by itself among the gambling schemes of the country. These open-handed charities on the part of the management unquestionably served to make the authorities lenient toward the Louisiana company in later years.

After the day of Howard the presidents of the company were Paul Conrad, E. J. Demarest and W. J. Demarest, the latter's brother. Conrad had little or no executive ability, and in the palmy days of the lottery made no plans to tide the concern over the troublous times which he must have known awaited it. E. J. Demarest, the succeeding president, had been an employe of the company. He stepped out when he thought he saw trouble ahead and placed his brother in the position of buffer

between the company and the Government. The name of W. J. Demarest was signed to the last tickets issued by the lottery in 1907.

The degree to which the power of the lottery company was felt in New Orleans may be inferred from an experience which befell Col. A. K. McClure, the famous editor of the Philadelphia Times. McClure was instrumental in procuring the passage by the Pennsylvania Legislature of a bill prohibiting the publication of lottery advertising in newspapers in that state. The lottery company sued the Times for libel, but the case was thrown out of court when only a part of the argument had been heard, on the ground that lottery dealing was an outlaw occupation in Pennsylvania, and could claim no protection from criticism under the laws of the state or the nation. Unfortunately for McClure, he ventured to visit New Orleans in 1885, where different views regarding the lottery enterprise existed. He was met at the station by a deputy marshal, who served him with a writ sued out by President Dauphin, charging libel, and asking damages of \$100,000. "I confess," says McClure, in his reminiscences of the event, "that I was somewhat disturbed because I knew of the almost limitless power of the lottery company, extending even to courts and juries, and when I arrived at the St. Charles Hotel, of which my old friend Colonel Rivers was host, I told him of the writ that was served upon me, and asked him where I could find an able and honest lawyer who was entirely independent of the lottery. He said frankly: 'We are all in it here, and I hardly know how to advise you; but there is one man that you can trust, and that man is Governor Nicholls.' The governor came into the hotel during the evening, and he exhibited great interest in the case. He said * * * that he did not see how it was possible for me to escape without paying a round sum in damages to the lottery company; that the sentiment of the community was with the lottery; that the officials of the city, executive and judicial, were generally in sympathy with them, and that it would be impossible to get a jury that would not resolve all doubts in their favor; and he finally concluded that I should get an adjustment of the matter on the best basis I could."

McClure engaged a prominent New Orleans attorney to represent him. This gentleman, though a staunch opponent of the lottery company, the franchise of which he had opposed as a member of the constitutional convention of 1880, told him frankly that there seemed to be no possible means of escape from judgment, as the judges, the marshal who drew the jurors, and the community generally were in sympathy with the Louisiana lottery, which was lavish in its benevolent gifts to charity and to the public. "I said that I desired to get the case to the Supreme Court of the United States, where I was satisfied the charter could be overthrown, but his answer was that they would never permit such an appeal, that there was appeal only in cases of judgment of \$5,000 or more, and that a verdict would be found against me something under \$5,000."

This suit against McClure was ably fought, and ended, finally, in a compromise, the proposal for which emanated from the attorneys for the lottery company. The affair, however, did as much as any other one thing aside from the growing prejudice against what was regarded throughout the country as a gigantic evil, to cause its final overthrow. Two laws had been enacted by Congress to restrain the use of the mails for lottery purposes; but they were practically inoperative; and the fact

that the president of the lottery company had brought an action against the postmaster general, claiming \$100,000 damages for restraining his use of the mails, gave additional reason why there should be more decisive legislation against this growing evil. Benjamin Harris Brewster was then attorney-general. McClure and some of his friends persuaded him to carry the lottery affair into the United States Supreme Court, on the ground that the lottery company was interfering with the administration of the laws and vexing the officers of the Government with damage suits. They insisted that there should be a speedy and final judgment as to the rights of the company under its franchise. Nothing came of this motion, but it served to bring before the public and before Congress the fact that the lottery company presumed to dominate the press of the country, as in the matter of the Times suit, and the government itself, as in the case of the action brought against the attorney-general.⁷

New Orleans was by no means the only city heavily involved in the lottery business. Aside from the revenues from the daily policy drawings, which came only in part from New Orleans, the heaviest sales of tickets reported from any one locality were from Chicago. James, commonly known as "Doc" Moore, was the Chicago agent for many years, succeeding his father in that capacity. The sales at one time were as high as \$85,000 a month in this city; and when the end came in 1907 the Government agents on the case claimed that Moore's sales were \$60,000 a month. This Chicago agency of the lottery company had been worth not less than \$50,000 a year net for a third of a century. It was a business that attracted little attention because of there being but one drawing a month and the investments of the class of people who bought lottery tickets were made very inconspicuously.

Strangely enough, Boston bought more Louisiana lottery tickets than any other city of its size in the country, the monthly sales in that city being about \$50,000. New York bought about as heavily. All the other large cities were good markets for the tickets and the local agents made large sums of money. In fact, the lottery company claimed that 93 per cent of its revenue was drawn from sources outside of Louisiana.

It is doubtful if the lottery would have been tolerated in the United States as long as it was, had it not been for the reputation of "squareness" established by the Louisiana company. Regardless of what the theory of the operation of the law may be, it remains a fact that in dealing with gamblers the authorities are disposed to treat the "square" gambler with more leniency than they do a "crooked" gambler, or "sure-thing man." This rule operated to the benefit and long life of the Louisiana company. Thousands of Government officials bought the tickets monthly. In one case a Texas judge announced from the bench in a lottery trial that he did not consider a "square" lottery a bad thing, and proceeded to draw from his vest pocket a ticket which he had just bought. Before the Government began its fight on the Louisiana company a winning ticket was known to be as good as a certified check, and express companies and many banks cashed them.

The charter of the lottery company was to expire on January 1, 1894. It was improbable that so profitable a business would be abandoned

⁷ A. K. McClure, "Inside History of the Origin of the Louisiana Lottery," Chicago Inter-Ocean, November 10, 1901. See also the Chicago Record-Herald, February 24, 1907. The later article was written by a New Orleans newspaperman familiar with the workings of the lottery.

without a struggle. Therefore, as that date approached, the lottery question was debated with increasing warmth. The lottery was, of course, supported by those who benefited from it, directly or indirectly. But there was also an honest difference of opinion over the propriety of continuing its charter. Many advocated it in the belief that the financial situation of the state was such as to render absolutely necessary the revenue which the company would be counted on to offer. Others opposed it on the ground that for the state to be known as the patron of such an institution would keep away capital and discourage emigration. The corrupting effects of the lottery on the population, moreover, offered a sound basis of criticism. Particularly upon the servant class and upon the young was the influence of the enterprise open to question. For these reasons early in 1890 a movement sprang into existence to fight the attempt to renew the charter which it was understood the company was preparing to make. A meeting was held in New Orleans in February, at which the Anti-Lottery League was organized. This association conducted a systematic canvass against the lottery, beginning with a series of meetings in New Orleans, and then extending its efforts to other parts of the state.

The lottery company, on its side, used every means in its power to control the members elected to the State Legislature of that year. It was successful in securing the election of a friendly majority in the House, but in the Senate, in spite of every exertion, its majority was very insecure. Consequently, in the resulting contest at the state capital interest centered in the latter chamber. On April 17, just a month before the opening of the session, John A. Morris, on behalf of the company, published a letter announcing its intention to apply for an extension of its franchise, and proposing to pay \$500,000 per annum for a monopoly to run twenty-five years. The Legislature met on May 12, and the following day Mr. Morris increased his offer to \$1,000,000 per annum. Governor Nicholls, who was then at the head of the state administration, was a man of uncompromising integrity. It was well known that he opposed the lottery and would fight it to the last. He had already made this clear by refusing to accept the offer of \$100,000 made by the company earlier in the year to be used to protect the state from inundation as a result of the unprecedented high water in the Mississippi, which made February, 1890, forever memorable. A disastrous series of "crevasses" inundated a large part of the most fertile section of the state. Now the governor, in his annual message to the Legislature, left no doubt as to his position. He made a strong argument against any legislation favorable to lotteries, and announced his intention to veto any such acts.

The lottery bill was promptly introduced in both houses. In the Senate the debate opened on May 21. The leader of the anti-lottery forces there was Murphy J. Foster of St. Mary. The effrontery of the methods taken to force the measure through was shown by the fact that a resolution was passed to have the Senate meet in the sick room of a member known to favor the lottery, in order that the two-thirds majority required by statute might be completed by having him vote as he lay on his deathbed. In fact, the scandal became so great that resolutions were introduced making charges that members had been bribed, or that attempts to bribe had been made, and calling for an investigation. In the House these resolutions were indefinitely post-

poned; in the Senate they were referred to a special committee, which eventually reported them without action, and they were pigeonholed. The only effect which resulted from this effort on the part of the anti-lottery people to ventilate the methods of the lottery lobby was the passage of a law which punished with fine and imprisonment persons bribing or attempting to bribe public officials or voters as well as the person receiving the bribe. One member, it is true, was arrested on a charge of receiving a bribe, but the prosecution had no case and he was promptly set at liberty.

Early in the session the lottery agents inaugurated a scheme of compromise with their opponents. Numerous conferences were held, at one of which the proposition was broached to refer the whole matter in controversy to the voters, and let them pass upon it at a special election. If that election resulted favorably to the lottery, then, it was proposed, the anti-lotterites should drop all opposition in the Legislature to the enactment of the pending lottery legislation. This scheme was debated for some time, but finally dropped.

The lottery bill was in the form of a proposal to amend the state constitution, but included other, though allied, matter. In substance, it prescribed the manner which should be followed in submitting to the people the amendment therein set forth. Ordinarily, these subjects should have been divided, but the exigencies of the situation made it undesirable, from the lottery point of view, to force the fighting on two measures, the defeat of either one of which would prove fatal to the project. But in combining the bills, ground was given for raising a constitutional question that, as a matter of fact, very nearly resulted disastrously. The state constitution provided that a bill proposing an amendment should pass each house by a two-thirds majority, after having been read on three separate days: that such amendment with the ayes and noes thereon be inscribed upon the official journal; and that the secretary of state should cause it to be published in certain newspapers. Then it should go before the people. But did the basic law require that such acts go to the governor, like all other legislation, and receive his approbation? Nothing to that effect was said in the constitution, but from the general tenor of the instrument that was legitimately to be inferred. This was the point on which the lottery legislation finally turned.

The bill passed the House on June 25 by a vote of 66 to 29. It stipulated that the lottery company should pay \$1,000,000 per annum to the state, divided as follows: \$350,000 for levee work, \$350,000 for schools, \$50,000 for pensions to Confederate veterans, \$100,000 towards a drainage system for the City of New Orleans, and the remainder to go to charities hitherto supported exclusively by the state. While the measure was under debate in the lower chamber a man named Newgass had submitted a proposal to pay the state \$1,250,000 per annum for the identical privileges sought by the lottery corporation. The applicant also offered to provide an adequate bond to guarantee the faithful performance of his contractual obligations. Morris countered the Newgass proposition by offering to lend the state \$2,000,000 without interest—\$1,000,000 in 1890 and \$1,000,000 in 1891—to be used for levees. On the ground that the latter tender more than offset the advantages derivable from the Newgass offer, the House rejected the latter. The Senate, however, on taking up the bill, amended it to raise the annual payment to an amount equal to that offered by Newgass, the additional \$250,000 to be applied

to the general fund of the state. It also inserted a provision requiring a bond. In this form it passed the act on July 1 by a vote of 24 to 12. On the following day the House adopted the bill as amended by the Senate. It was then sent up to the governor, who promptly returned it with his veto. With it Nicholls sent a message flaming with indignation. "So far as a claim for the necessity of the present measure is sought to be predicated upon the poverty of Louisiana," he wrote, "I, as its governor, pronounce it totally without justification or warrant." He would not sign the bill, because he would not permit one of his hands "to aid in degrading what the other was lost in seeking to uphold"—the honor of his native state.¹

On July 8 the House passed the bill over the governor's veto. In the Senate, however, the lottery company could not count on enough votes to insure similar action. But could it be shown that legislation of this type did not require the governor's approval, then the bill might be considered before the people. All that would remain would be to have the secretary of state promulgate it. A resolution was therefore hurried through the Senate along those lines. The bill was returned to the House, which reconsidered the vote by which it had been passed over the veto, and ordered the act sent to the secretary of state for promulgation. But that official refused. He set up various reasons for declining to act. He affirmed that the act as passed was void because it had not been read in full on three separate days, as required in case of all amendments to the constitution, and that alterations in the printed journals of both houses had been made without authority with the intent to create the impression that the bill had been so read, when as a matter of fact it had been read by title merely. Secretary Mason also claimed that he was obliged by his oath of office to investigate such facts and exercise his discretion as to action in the premises. He also stressed the fact that the bill contained matter other than the proposed amendment, and that even if the amendment itself did not require the governor's signature, the rest was subject to the veto.²

The next step, of course, was to take the matter into the courts. On December 15 Morris filed in the District Court of East Baton Rouge a petition for a mandamus to compel the secretary of state to make publication. The hearing was set for the following January, and on the 19th of that month Judge Buckner handed down a decision in favor of the defendant. An appeal was immediately taken to the Supreme Court of the state, which, on April 27, in a long opinion, reversed the decision of the lower court. The chief justice, Bermudez, and Justices McEnery and Watkins decided that the amendment was of a character such as need not be submitted to the governor, that having once passed each house of the Legislature by a two-thirds vote, there was no option but for the secretary of state to publish and lay it before the people. They held that the journals were proof of the facts which they related, and that the amendment was not void because of the extraneous matter contained therein. Justices Fenner and Breaux dissented, the former on the ground that Articles 73 and 75 of the state constitution provided that all acts going through the Legislature must be submitted to the

¹ Annual Encyclopædia, 1890, pp. 501-508. Nicholls had lost his left arm during the Civil war.

² State ex rel John A. Morris vs. L. F. Mason, Secretary of State, Louisiana Annual Reports, 1891, pp. 590-699.

governor, and the latter, that the act containing provisions which were, in effect, appropriations, and as such could not be incorporated into an act proposing a constitutional amendment.

The lottery question now became a political issue. If an amendment to the state constitution was to be voted on, it would go before the voters at the election of April, 1892. At that election a full state ticket would be elected. Thus, immediately, the matter of the lottery charter became complicated with various local and party considerations. It was obvious that whichever faction captured the democratic gubernatorial nomination would determine the fate of the lottery company. Both sides made preparations for a desperate fight. The anti-lottery campaign opened at a great mass meeting in New Orleans, at the Grand Opera House at which Rev. B. M. Palmer made an address which was one of the turning points in the struggle. The effect of this single oration was electrical. There are many who believe that it really decided the issue of the campaign. But, whether it did or not, it must be counted as a factor which affected notably the final result.³ The pro-lottery campaign was launched at Natchitoches on August 20.

The political situation was complicated by the fact that at this time the agricultural interests of the state had enlisted in the Farmers' Alliance. This organization had swept over the country and promised to become a power in local as well as national politics. The leader of the organization in Louisiana was Thomas Scott Adams of West Feliciana. Adams was ambitious to become governor of the state and had the support of the party for that office. The Farmers' Alliance was understood to be opposed to the lottery. It was obvious that under the circumstances a fusion of the anti-lottery and the alliance factions was desirable. Feelers put out early in the summer by the former met with an encouraging response. Then conference committees were named by both sides. The chairman of the alliance committee was A. D. Lafargue. The chairman of the anti-lottery committee was J. D. Hill, and the members were G. W. Bolton, R. S. Perry, John Vance and James Moise. The first conference was held at Alexandria. It became apparent there that the alliance was determined to reserve for itself the right of naming the gubernatorial candidate. Only on that consideration was any fusion of the parties possible. Unfortunately, the anti-lottery people had already committed themselves to the candidacy of Murphy J. Foster, whose course in the Senate, while the lottery bill was under consideration, made him the logical choice for that position. A deadlock resulted. In August, however, the conferences were renewed at Lafayette. Something had to be done, as it was understood that the lottery people were contemplating making proposals to the alliance and might possibly be induced to effect a combination with them, in which case the anti-lottery cause was lost. It was then that Hill took on himself the responsibility of formulating an agreement under which the state offices were to be apportioned between the two factions, the alliance to name the governor, the anti-lottery party to name the lieutenant-governor, and so on, alternately, through the entire list of state officials. This agreement his committee refused to sanction, but consented to allow him to submit it to the Lafargue committee. It proved satisfactory in all respects, except that a clause was inserted providing that the anti-lottery group should under-

³ Johnson, "Life of B. M. Palmer," 554-563.

take the entire financial responsibility for the campaign. That night Hill submitted the proposition to Foster and to Donaldson Caffery. The latter was a leading member of the party. Foster subsequently appointed him United States senator. They came to Lafayette in response to a telegram from Hill. After discussing the matter far into the night, Foster gave his approval. Caffery did the same, but reluctantly, and then only on the ground that Foster was the person primarily concerned and therefore entitled to make the decision.

A peculiar condition resulted. The anti-lottery people, claiming to be democrats, were pledged to nominate a Farmers' Alliance candidate. Yet they proposed to avail themselves of their party affiliations to elect delegates to the democratic state nominating convention, which was due to meet in December. On the other hand, the regular democratic organization favored the candidacy of Samuel D. McEnery. McEnery was one of the members of the State Supreme Court who had decided the suit of Morris vs. Mason a few months before. This recommended him to the lottery people. The peculiar alignment of factions made McEnery appear as the lottery candidate. At the primaries a few weeks later a vote for him was regarded as a vote for the lottery, while a vote for Adams was understood to be one against the lottery. It is not clear how McEnery was induced to accept the candidacy. He had previously allowed it to be understood that he was opposed to the lottery. Probably an appeal was made to his sense of party loyalty. That he was actuated only by the most honorable motives was conceded even by his opponents. Some months later, Foster, then governor, recognizing his exceptional personal qualities, reappointed him to the State Supreme Court. At the primaries McEnery carried every ward in New Orleans. But the parishes—as the country districts of Louisiana are called—sent up a number of anti-lottery delegates, and there were numerous contesting delegations. Before the convention opened an effort was made to harmonize the warring factions, but no basis of agreement having been reached by December 15, the anti-lottery people determined to take no part in the convention and to put out an independent ticket.

The program agreed upon between the alliance and the anti-lottery parties was, that each nominating convention should assemble at the same moment, organize separately and proceed independently to make the nominations apportioned to it. They met on December 16, the Farmers' Alliance in the hall of the House of Representatives in the State Capitol in Baton Rouge, and the anti-lottery delegates in the Senate chamber in the same building. The former was called to order by Hiram P. Lott of West Carroll. The latter were called to order by Chairman Lanier of the regular democratic state central committee. The anti-lottery people, with Lanier's support and 372 delegates out of a total of 686 members of the state central committee, set up a claim to be the real regular democratic organization. The McEnery faction, however, denied this contention, met on the morning of the 16th, deposed Lanier from the chairmanship and elected ex-Governor R. C. Wickliffe in his place.

In the meantime the leaders of the alliance and of the anti-lottery people had been in consultation. The candidacy of Adams had gradually become impossible. It was feared that the rank and file of the anti-lottery faction, as loyal democrats, would refuse to support an alliance candidate, but would, in preference, cast their ballots for a lottery candi-

date provided he was put before them with the approval of the regular democratic organization. Adams himself had been brought to realize the impossibility of his election. He had agreed that, when tendered the compliment of a nomination, he would decline it in the interest of harmony and party success. On December 16, when the conventions met, the name of Adams was put before the alliance gathering and nominated amidst scenes of great enthusiasm. It was then brought before the anti-lottery convention and endorsed, according to the program. The time had now come for Adams to announce his refusal of the honor. He refused to do so. He said that he had consulted his friends and they were unwilling for him to withdraw. This was unquestionably true. Many members of the alliance wanted him and made every effort to induce him to remain at the head of the ticket. Much time and persuasion was required to bring him back into line, and it was only after Parlange and Hill had escorted him down to the office of Governor Nicholls, which was situated in the capitol, that he was induced, very reluctantly, to write out his withdrawal. Even so, the alliance convention persisted in his support. He was renominated. It was necessary for Adams to appear personally in the rostrum in the anti-lottery convention and ask that this re-nomination be not endorsed before the fact of his withdrawal was accepted by all parties. Then the candidacy of Foster was sprung in the alliance convention, and his nomination went through without serious opposition. In the anti-lottery group, of course, this nomination was endorsed as soon as it was presented.⁴

The remainder of the ticket was quickly made up. Parlange was nominated for lieutenant governor; John Pickett, for treasurer; W. W. Heard, for auditor; M. J. Cunningham, for attorney-general; A. D. Lafargue, superintendent of education. The office of secretary of state, which was then the best paying position in the state administration, was given to Adams, but did not altogether console him for the prize that he had lost. He never ceased to feel that he had been very badly used. The anti-lottery convention also adopted a long platform. Regarding lotteries, it read: "Such means of raising revenue are at variance with the civilization of the century, in opposition to and subversive of all democratic principle. Demanding equal rights for all and special privileges for none, we affirm our uncompromising hostility to the entire principle of lottery gambling." The proposed lottery amendment was specifically reprobated. "No democratic platform should be adopted which does not condemn and denounce all lotteries until they shall have ceased to exist in Louisiana, nor should any democrat vote for any state, legislative or judicial officer who is not unalterably opposed to lotteries and pledged to promote the passage of laws which will secure their suppression."⁵

At the same time, in Pike's Hall, only a stone's throw from the state capitol in Baton Rouge, where the foregoing events were being enacted, the McEnery convention was in session. H. C. Knobloch of Lafourche was its permanent chairman. It completed its work on December 18 by nominating McEnery for governor; R. C. Wickliffe for lieutenant governor; L. F. Mason for secretary of state; Gabriel Montegut for treasurer; O. B. Steele for auditor; E. W. Sutherlin for attorney-general.

⁴ Statement to author of J. D. Hill.

⁵ Annual Encyclopædia, 1891, p. 443.

and J. V. Calhoun for superintendent of education. The platform denounced "the revolutionary acts of those * * * who without cause or provocation refused to take their seats or participate in its [the convention's] deliberations, as they were appointed to do, but on the contrary organized a separate convention and placed in nomination a ticket which had none of the authority and regularity of the democratic nomination with which to go before the people, and can only be classed as an independent or third party ticket." Regarding the lottery nothing specific appeared in this document, but a resolution was embodied directing that all honorable efforts be made to bring about an agreement between the two wings of the party.⁶

Believing that in the dissensions of the democrats an opportunity offered for them, the republicans also nominated a state ticket. But they split over the gubernatorial nomination. The Leonard faction put out a ticket headed by their leader, and the Warmoth faction did the same, with the difference, however, that J. E. Breaux of Pointe Coupee was chosen as their nominee for governor. These factions continued in active opposition to one another till October, when the withdrawal of the Warmoth faction left the party in the hands of the Leonard people. The platform adopted by the latter group declared against the lottery. In pledging support to the anti-lottery movement, this document defined the party as "opposed to any measure having for its object the legalizing of any form of gambling."

On January 23, 1892, the McEnery party requested Nicholls, as governor, to guarantee a free ballot and a fair count at the approaching election. This request was renewed a week later. To it the governor finally responded by promising to select himself the officers who would be responsible for the purity and peace of the election. This was followed by an effort to harmonize the party. McEnery took the first steps in that direction. He proposed that the candidates on both sides withdraw, that a new convention be elected and that a new ticket be nominated. This proposition was made formally by the McEnery executive committee to the anti-lottery committee. Foster and Parlange immediately placed their resignations in the hands of their representatives. On February 17, however, the committee, after mature deliberation, decided to reject the proposal. In its place counter proposals were made, to the effect that a new ticket be chosen, the offices to be divided equally between the two factions and the Farmers' Alliance, the state central committee to be reorganized and all ballots to be printed "against" the lottery amendment. This, it was thought, was as far as the committee could go in the way of compromise, in view, first, of its commitments to the alliance, and, secondly, of the moral issue involved. Of course the proposal was unacceptable to the McEnery committee. But the effort at compromise continued on both sides. Conference committees were appointed, and on the 20th it was agreed that both Foster and McEnery should submit their pretensions to a primary of the white voters of the state, the result of which should be binding upon all factions. This primary, it was decided, should be held under the auspices of a committee of seven, composed of three representatives each from the McEnery and the Foster parties, and Col. John S. Young of Caddo as chairman. Among the other members were F. C. Zacharie and James Moise, who were chosen

⁶ Annual Encyclopædia, 1891, 443 ff.

by the Fosterites, and John Fitzpatrick and Charles Butler by the McEneryites. Fitzpatrick's position on what was in effect the lottery side was curious. He had been one of the most consistent opponents of the lottery legislation in the Legislature of 1878, when the original franchise was granted. But his feeling of party loyalty was sincere and profound. He was a type of many other men who stood staunchly by the regular democratic nominee, in spite of their conviction as to the essential immorality of the lottery proposition.

The primaries took place on March 22. The returns were delivered to the supervisory committee at the St. Charles Hotel in New Orleans. The count began on March 28. It consumed a long time. The committee found that it had undertaken a difficult and delicate task. Meanwhile, the excitement among the people was very great. The New Orleans newspapers, all of which, with the exception of the Delta, supported McEnery, printed statements which seemed to indicate that Young was impressed with the certainty of McEnery's success. When, therefore, on April 4, the committee rejected certain polls in the Sixth, Eighth and Ninth wards of New Orleans, on the ground of fraud, the wildest indignation prevailed amongst the members of the lottery party. As a matter of fact, fraud had been confessed by the election officials of both sides in these precincts. It is difficult to see what other course was open to the committee.⁷ The vote in the committee was, however, a strictly party one, and Young was called on to decide between the two groups. He voted in favor of rejecting the polls. Thereupon the McEnery members of the committee withdrew. The feeling in New Orleans was so great that an indignation meeting was held in the lower part of the city to protest against the action of the committee, and was attended by an immense number of lottery supporters. The seceding committeemen proceeded to tabulate the returns according to their theory of the situation. On April 5 both parties to the dispute announced the result. The Fosterite committeemen promulgated the following totals: Foster, 43,602; McEnery, 43,053. The McEnery figures were: McEnery, 45,547; Foster, 42,728. This gave Foster, on his own returns, a majority of but 549.⁸ The McEnery partisans therefore felt that it was good policy, as well as a matter of principle, to keep their ticket in the field. They accordingly repudiated the results of the primary. Both sides issued long statements; public feeling rose to fever heat; there was talk of revolution, and all parties waited with anxiety the final test of strength.

The election took place on April 19. Foster and the ticket which he headed received 79,388 votes. McEnery and his ticket obtained only 47,037 votes. The republican ticket was voted by no less than 25,459 persons. There were also in the field an independent republican ticket which received 12,359 votes; a people's party ticket, which was voted by 9,792 voters. In all a total of 178,298 votes were cast, of which Foster received a plurality, but not, as appears, a majority. There were, in addition to the proposed lottery amendment, several other amendments to the state constitution on which the people were called on to pass. One relating to the city debt was approved, but all the rest were lost.⁹

The result, as far as concerned the lottery company, was decisive. Its business was doomed. But events had transpired which would have

⁷ Annual Encyclopædia, 1892, pp.

⁸ See "Annals of Ten Years" (The Picayune, 1895), 95.

made certain the destruction of the lottery business in Louisiana, even had the election turned out differently. The agitation against the business had taken a nation-wide scope. As early as May, 1890, the importance of interesting the national government in the movement had been appreciated. Senator Blair then introduced in the United States Senate a resolution proposing an amendment to the National Constitution prohibiting lotteries in the United States. In July, 1890, President Harrison sent a message to Congress on the subject, pointing out that the Government was made an unwilling partner in a nefarious business by the lottery company's use of the postoffice and recommending "severe and effective legislation to purge the mails of all letters, newspapers and circulars relating to that business."⁹ The result was that a bill of the nature outlined by the President passed the Congress on September 19, 1890, without a division. This was a death blow to the lottery. Several prosecutions took place in New Orleans and adjacent cities under this act. The editor of an afternoon paper in New Orleans and of a morning paper in Mobile were arrested for violating the law by sending through the mail their publications containing lottery advertising.¹⁰ The officials of the lottery company were arraigned before the United States commissioner in New Orleans,¹¹ and indictments followed in Sioux Falls, Boston and San Antonio.¹²

The lottery continued to do business with New Orleans as its headquarters till the expiration of its charter. But it worked under constantly increasing difficulties. In 1895 Congress passed another act by which the interstate transportation of lottery tickets or other publications was prohibited. The management of the company was advised by counsel that this act was unconstitutional, and for some years it appears they continued to send their tickets throughout the country through the express companies.¹³ In the meantime it was casting around for a new home. Mexico was at first considered, the government there having legalized lotteries by instituting a tax on them; but Honduras ultimately received the doubtful honor of the choice. The change of domicile was effected in 1895. Thereafter the company was known as the Honduras National Lottery. But the mere fact that its legal residence was abroad did not prevent it from doing the greater part of its business in the United States. The manner in which the tickets were vended and the prizes paid during the next ten or twelve years, and how ultimately the agents of the United States Department of Justice broke up the traffic form material for a story of intense interest, but which can here be told only in outline.

When as a result of a decision of the Supreme Court in 1903 the express companies were closed to the use of the lottery, the company adopted the practice of sending its tickets as personal baggage, and thus avoided the transmission of them by common carriers. Thereafter the tickets were printed at a printing office in Wilmington, Del., which ostensibly was doing a legitimate business. They were taken by messengers from Wilmington to New York and there stored in different

⁹ Richardson, "Messages and Papers of the Presidents," IX, 81.

¹⁰ Picayune, March 2, May 1, 1891.

¹¹ Ibid, August 28, 1891.

¹² Ibid, October 24, 1891.

¹³ In 1903 the Supreme Court, in the case of *Champion vs. Ames*, upheld the constitutionality of the act of 1895.

warehouses. Every month representatives of the lottery company would withdraw a supply of tickets from these places of deposit. Each officer and agent of the company had an assumed name. The tickets were taken in their baggage to Washington, D. C., and there repacked and sent by messengers to the various state agents throughout the United States. Towards the last there were a number of states in which even by these means the lottery company was unable to do business. The state agents, upon receiving their supply of tickets, attended to their further distribution and sale. On the date of the drawing all the unsold tickets were cancelled by cutting off the fac-simile signature of the president of the lottery company and shipped to Bay St. Louis, Miss. On the same day each state agent forwarded to New Orleans a statement of the tickets sold for that drawing. Monthly drawings were held at the company's headquarters in Puerto Cortez, under the supervision of three commissioners, who certified that the performance had been honestly conducted. The winning numbers were cabled to New Orleans in cypher and the official list was returned with the commissioners on the first ship sailing from Honduras for Mobile. At Mobile the approximation and terminal prizes—which were numerous and important—were figured out. At Mobile, also, were printed the lists of prizes, which, when completed, were shipped by express under assumed names to the agents throughout the country.

The attention of the authorities was eventually called to the printing office in Wilmington during a printers' strike. Some of the strikers informed the government regarding the character of the business done there and a watch was set. In April, 1906, the proprietor of the establishment shipped to a printer in New York a box containing the plates used in printing the lottery tickets. The consignment was intercepted by the Government agents, but as it did not include any printed matter there was technically no violation of the law, and the Government was unable to secure indictments at this time. A raid on the Wilmington establishment which took place during this month resulted in securing a quantity of other lottery machinery. In June, 1907, the secret of the Mobile plant was discovered, and a shipment of lottery printed matter made therefrom was obtained by the Government agents. The place was raided, several lottery officials were discovered and twenty-one printers and pressmen were taken into custody. The prosecution of the parties now known to be behind the business in the United States was arranged, but came to an abrupt termination when the defendants in the Mobile cases, through their attorneys, announced their willingness to plead guilty and accept punishment. The maximum fines were imposed; the printing establishments at Mobile and Wilmington were closed up and the paraphernalia and records of the business were surrendered to the Government. This result was attained in June, 1907. With that date the history of the Louisiana lottery, as far as New Orleans and the United States is concerned, came to an end.¹⁴

¹⁴ See the detailed account in the New Orleans Item, June 4, 1907.

CHAPTER XXXII

THE FITZPATRICK ADMINISTRATION

Interest in the state campaign was so intense in New Orleans that the municipal election of 1892 attracted comparatively little attraction. The lottery issue, specifically as such, did not figure in the canvass, but the alignment of the factions was dictated almost exclusively by opinion on that burning question. As Shakespeare's term grew to a close, it was obvious that the local democracy would divide along lines of lottery and anti-lottery. Shakespeare, who had thrown himself heart and soul into the state fight, supported Foster. Fitzpatrick, admittedly the leader of the regular organization, though personally opposed to the lottery,¹ supported McEnery. Apprehensive that in the disruption of the democracy, there might be another opportunity for a real revival of the republican party in the city, the local newspapers urged that there be no nomination of candidates until after the state contest had been settled. "We would prefer to see the state ticket settled," remarked the Picayune in March, "and out of the field of controversy before any disputes and controversies over the city ticket shall arise."

This observation was prompted by the rumor that a movement was on foot to nominate Shakespeare to succeed himself. That movement could not count upon the support of the regular organization, which, obviously, would name a ticket of its own of a character to help carry New Orleans for the McEnery ticket. The promoters of the Shakespeare movement were members of the Foster faction. They met at Grunewald Hall on March 26 under the presidency of W. S. Parkerson. In a short address Parkerson outlined some reasons other than those connected with the lottery question why it seemed necessary at this juncture to oppose the regular democracy, even at the risk of splitting the party. "For some years," he said, "New Orleans has been the victim of unscrupulous politicians, whose rottenness has never been surpassed in the whole history of the republican party. They have placed a floating debt upon the city of \$855,000, and, in 1888, if they had carried the election, would have added \$145,000. The effects of their ruinous policy would have been felt for years to come." It was, in his opinion, necessary to take steps to keep out of office the element to which he alluded. That could best be done by endorsing the Shakespeare administration. "The present council," he continued, "is, on the whole, a good one, though I admit there are some in it who are traitors to their cause, and as bad as any ever put into office. * * * Instead of adding to the debt, the present administration has reduced it from \$844,000 to \$399,000, and, if continued in office, will wipe out the debt entirely and lay by a surplus to meet the bonded debt. There is on hand now \$168,000 to the credit of the reserve fund, with all bills and employes paid. The administration which was succeeded by the present one paid \$60,000 in interest for borrowed money. The present administration has only \$18,000 to

¹ Statement of Otto Thoman to author. Thoman was an intimate friend of Fitzpatrick.

pay for borrowed money, and of that \$13,000 is a debt of the last administration."²

Along with Shakespeare a full city ticket was named. Thoman was renominated for comptroller; E. Miltenberger, for treasurer; J. M. Gleason, for commissioner of public improvements; William Smith, for commissioner of police and public buildings, and a complete council. The slate was received coldly by the local press. "The manner in which the nominations at Grunewald Hall were made," commented the Item, "is not only irregular but offensive. Nobody was made aware of the secret proceedings until the ticket was announced by a corporal's guard of its concoctors."³ It was complained subsequently that no effort was made at any time to conciliate the voters. The expiring administration "had failed to gain many new friends, while it has succeeded in alienating the favor of many thousands of persons who will embrace the opportunity of making their resentment felt."⁴

On the other hand, the regular organization was careful to avoid the reproach of "oligarchy" which was hurled at the Fosterites. All the party formalities were duly observed. The primaries took place on April 8. They were complicated by the fact that on the same day the third reunion of the United Confederate Veterans was in progress in the city. Consequently, a light vote was cast, and the best element in the population, which might otherwise have figured in the balloting, was otherwise occupied. The result was a definite victory for Fitzpatrick and, inferentially, for McEnery. The parish nominating convention met in Grunewald Hall on the next day and remained in session two days. It nominated a city ticket headed by John Fitzpatrick, for mayor; John Brewster, for city treasurer; Peter Farrell, for commissioner of public works, and C. Taylor Gauche, for commissioner of police and public buildings. There were, moreover, full sets of nominees for the city council and for the State Legislature. There can be no doubt that the ticket was fully agreed on before the convention met, and that the elaborate processes of party action which were gone through with merely concealed a nominative method as purely arbitrary as any imputed to the rival faction. Fitzpatrick went into the convention with the solid backing of his own, the powerful Third Ward, and of the Fourth Ward, secured for him by its leader, Victor Mauberret. With this block of twenty-one votes, it was easy for him to impose his will upon the other delegates.⁵

The announcement of the ticket was greeted with a chorus of disapproval even from the McEnery organs. "It has created both surprise and indignation," exclaimed the Times-Democrat editorially on the following morning, "in the face of a universal demand for a ticket of reputable, able and representative citizens, the action of the convention in putting forward the men nominated is at once an insult to the intelligence of the community and a defiance of public sentiment quite unparalleled in party history." This paper subsequently explained its position by setting that its disapproval did not extend to Fitzpatrick nor to E. A. Butler, candidate for city attorney. Its objection was that the ticket, as a whole, had been recruited from among professional politicians

² Picayune, March 27, 1892.

³ April 18, 1892.

⁴ Ibid.

⁵ Times-Democrat, April 10, 1892.

and officeholders and was erected by delegates representing not more than one-quarter of the population. "The nomination of this ticket," it said in a vigorous article on April 13, "has precipitated upon the city the gravest crisis—one that requires the exercise of the highest patriotism and public spirit * * * if it is desired to save the city from serious danger, if not positive ruin."

A few days later the *Item*, reviewing the situation, remarked: "Seldom, if ever before, have the reputable citizens of New Orleans been invited to take part in an election for municipal officers with the entire certainty of being dissatisfied with the result. * * * The conflict will be between the same influences, combinations and in many respects between the same persons that contested for public places and patronage four years ago. The changes in the tickets are unimportant as to the character of the principal leaders, and in the great body of the supporters are still less marked. The regular democratic ticket now, as then, is the legitimate product of the compact political organization against which the people protested in 1888 by a majority so large as to leave no room for doubt as to their wishes."⁶ Referring to Fitzpatrick, this journal admitted that he was "personally and socially a very clever man," but pointed out that he was "first and before all also a politician, and it needs but a reference to the rolls of the department of public works under his management—which lists were swelled by 'strikers' for electioneering purposes only—in order to judge what sort of economy would prevail under his administration, insofar as he could influence the distribution of patronage. 'Mayor' Fitzpatrick is a luxury which New Orleans is not in a financial condition to enjoy."⁷ The irritation was all the greater because at the beginning of the campaign the regulars had allowed it to be understood that they would nominate "a first-class city ticket, a combination of business capacity and proven probity," which would bring strength to the state ticket. It is putting it mildly to say that the people have been egregiously deceived."⁸

The republicans of the city attempted to make capital out of the situation. At this moment they were split into two irreconcilable groups, one led by H. C. Warmoth, the other by A. H. Leonard. The former faction met on April 15 at (old number) 205 Canal Street. Under pressure from Warmoth the delegates consented, somewhat reluctantly, to endorse Shakespeare, but withheld their approval from the Fosterite councilmanic and legislative nominees. The members were mainly colored men and assigned as a reason for putting into the field their own list of candidates for the State Legislature the fact that a "Jim Crow" law had been enacted at the preceding session under the auspices of the democracy. On the other hand, the Leonard faction frankly stated its willingness to trade its votes in the city fight to that wing of the democracy which would consent to support the republican legislative candidates. At this price neither of the democratic factions was willing to buy adherents, but a few days later the Leonard faction, for some obscure reason, suddenly decided to swing its votes to Fitzpatrick. As much as by anything else, this action probably was forced upon Leonard by the fact of his hostility to the entire Warmoth program, although it may

⁶ *Item*, April 18, 1892.

⁷ April 12, 1892.

⁸ *Ibid.*

also have been produced by Fitzpatrick's stand against proposed legislation designed to eliminate the negro vote from state politics."

The election took place on April 19. It was "an unusually quiet one," according to the *Picayune* of the following morning. The Fitzpatrick ticket was elected by 20,547 votes, as against Shakespeare's 17,289. The regulars were successful in electing their candidates to the State Legislature as well as to the council. The result was attributable largely to the failure of the Fosterite faction to bring out its full strength. On the other hand, the regulars possessed an efficient organization for this purpose and used it tirelessly and with skill. Fitzpatrick, who was by origin a laboring man himself and had all through his public life shown himself friendly to the laboring class, had great influence with its members in the city, and they supported him practically to a man.



MAYOR JOHN FITZPATRICK

The new administration took office on April 25. The inauguration ceremonies were of the simplest. Mayor Shakespeare and the other officers of the retiring government, almost without exception, were conspicuously absent from the council chamber when Fitzpatrick was sworn in. In fact, Shakespeare availed himself of the opportunity to leave the city

⁹ A proposition to put before the people at the election of 1892 a scheme for a constitutional amendment with this end in view was opposed by Fitzpatrick. He refused to put it on his ballot. The idea was rejected at the time by the voters of the city. It was, however, revived at the constitutional convention of 1898, when the "grandfather" clause was enacted, by which the franchise was so restricted as practically to eliminate the colored voter. The convention of 1898 was called primarily to enable the city to grant certain privileges on the river front to a railway running into New Orleans, but advantage was taken of the opportunity to bring up legislation relative to the franchise.

hall quietly and when the new incumbent presented himself in the mayor's office it was to find that apartment deserted.

John Fitzpatrick was born at Fairfield, Vermont, May 1, 1844, while his mother was there on a visit. The home of the family was in New Orleans, and thither they returned a few months later. He was left an orphan at a tender age. He and two brothers, Joseph and Michael, found shelter in St. Mary's Orphan Asylum. Many years later he became president of that institution. He began life as a newsboy and then learned the trade of carpenter in the Third Ward. He was soon prominent in ward politics, under the aegis of Senator Randall Gibson. His first political office was obtained in 1872, when he was elected clerk of the First District Court. While he was holding this position the State Legislature created the Superior Criminal Court, and Judge A. A. Atocha was put at the head of it. Atocha appointed young Fitzpatrick to be his clerk. This was a very lucrative and important office in those days. Fitzpatrick held it until elected criminal sheriff in 1878. In that same year he served as a member of the State Legislature. His importance in general city politics dated from this time. He left the criminal sheriff's office in 1880. Under Mayor Guillotte, in 1884, he was commissioner of public works. In spite of the sharp criticism directed at him by the local press in the mayoral campaign now just closed, it seems that he acquitted himself in this office to the satisfaction of the community. He was able to show that the defects in the department were due, not to his methods, but to the conditions prevailing at that time, when the city finances were in almost hopeless confusion. He was, thereafter, incontestably the strongest man in his party in the city, and possibly in the state, and thus logically the regular candidate for the mayoralty.¹⁰

In his inaugural message to the council Fitzpatrick called attention to the numerous contracts given out by the previous administration. He promised to lend his best efforts to see that the obligations thus created were carried out. The history of his administration, insofar as its constructive policies were concerned, may be largely written in terms of the execution of these contracts. One of the most important of them was the completion of the purchase of the apparatus of the volunteer fire companies as part of the organization of the paid department. The companies in the First, Second, Third Fourth Fifth and Seventh districts agreed to dispose of their equipment to the city. The purchase price was \$165,608.94, made payable from the revenues of 1892, 1893 and 1894. Not only was this deal, a large, one, judged by the financial standards of that time, successfully consummated, but an additional sum of \$25,000 was expended for the construction of new quarters for the paid companies. The total outlay consequent upon the change of fire systems was \$733,197.95, of which the Fitzpatrick administration was called upon to pay \$579,000.

Another important contract which Fitzpatrick inherited from his predecessor was that for the erection of a new courthouse and jail. The site for this building was already bought on Tulane Avenue, but the edifice was erected under the new administration and furnished throughout at a cost of \$455,000. As originally contemplated, the payments for this important public improvement were to be made from the revenues

¹⁰ Times-Picayune, April 8, 1919.

of 1892-1897, but to the credit of the Fitzpatrick administration it must be said that it was all accomplished without trenching upon the revenues of the years subsequent to 1893.

Mayor Fitzpatrick showed an enlightened interest in the problem of the drainage of the city, and under his auspices the movement looking to the solution thereof was encouraged and developed. In February, 1893, an ordinance was introduced into the city council and passed providing for a topographical survey of the city and directing the appointment of an advisory board to co-operate with the city engineer in the execution of this monumental work.¹¹ The appropriation made for this purpose was made the subject of litigation, on the ground that the cost of the proposed survey was made payable from the permanent public improvement fund arising from the surplus of the one per cent tax in the hands of the Board of Liquidation created under Act 110 of the State Legislature of 1890. It was contended that this act did not authorize the expenditure of the fund for such purposes. Fortunately, the court held otherwise, and the work, which was of vital importance to New Orleans, proceeded. The mayor appointed an advisory board of three, including Rudolph Hering, B. M. Harrod and Maj. Henry B. Richardson. These gentlemen were all engineers of the highest standing, Major Harrod subsequently becoming a member of the Panama Canal Commission, and Major Richardson being at the time chief of the State Board of Engineers.¹² In November, 1893, the mayor appointed another advisory board, which in addition to the foregoing engineers included the following laymen: B. M. Walmsley, Edward Fenner and J. C. Denis, and upon Mr. Fenner declining to serve, Albert Baldwin was appointed in his place. The ordinance authorizing the appointment of this board likewise set aside the sum of \$700,000 received from the sale of the New Orleans City & Lake Railroad franchise to be used for the purpose of drainage.¹³

On January 23, 1896, specifications were presented to the council for the construction of a drainage system. These were subsequently modified in accordance with recommendations from the Advisory Board of Engineers, specifically with a view to allow of separate bids on the different parts of the work.¹⁴ At the meeting of the council on January 28, 1896, an ordinance was adopted ordering the comptroller to advertise for a period of thirty days for proposals for the construction of the drainage system as described in the plans and specifications. This ordinance was vetoed by Mayor Fitzpatrick. "It is with no idea * * * to retard this necessary step towards the advancement of our city—for I believe the proper drainage of New Orleans an absolute necessity if we are to take our place in the category of modern American cities," he said, "but the ordinance as adopted and in the present condition of the city finances, I am of the opinion, will retard and not advance the cause." Under the financial clauses of the ordinance there was no certain arrangement made to provide funds for the payment for the vast work contemplated. The funds available would, in the mayor's judgment, hardly pay more than the interest upon the certificates which it was intended to issue to finance the enterprise, leaving the principal a

¹¹ Ordinance No. 7170, C. S.

¹² Ordinance 7350, C. S.

¹³ Ordinance 8327, C. S.

¹⁴ See Proceedings of City Council, March 3, 1896.

standing legacy of debt. Mayor Fitzpatrick therefore suggested that either the matter be submitted to the people with a view to have them vote to institute a tax for drainage purposes, or through a constitutional amendment incorporated in the fundamental law of the state provision might be made for a bond issue for the same purpose. The council accepted the mayor's ideas, and his veto was sustained, leaving the drainage work to be carried on from this point by the subsequent administration.¹⁵

During this administration a step was taken which was important in its relation to subsequent port improvements. The wharf rates charged under the contract entered into by the city with the Louisiana Construction & Improvement Company in 1891 were taken under consideration by the commercial and other exchanges of the city. A long series of conferences ensued between the mayor and the representatives of the exchanges on one side and the representatives of the company on the other. It was obvious that if the growing commerce of the city were not to be heavily handicapped, some modification of the rates must be secured. It was finally determined to purchase from the lessees their rights and titles in the wharves. On February 4, 1896, a memorial was presented to the council requesting that action be taken with that end in view, in order that the city might regain control over the wharves and landings. An ordinance on the subject was drawn up and passed,¹⁶ but the Fitzpatrick administration closed before it could be put into execution, and it was subsequently repealed,¹⁷ in order to bring the whole matter before the State Legislature.

It was also during this administration that the construction of the Stuyvesant Docks, at the head of Louisiana Avenue, was begun by the Illinois Central Railroad. The grant¹⁸ to this railroad of the rights and privileges under which it erected extensive structures here, carried with it the obligation to build and maintain several miles of levee, the responsibility for which would otherwise have fallen upon the citizens.

To Mayor Fitzpatrick's initiative must also be attributed the foundation of the City Library. This splendid institution was created by consolidating the Fisk Free and the Public Libraries, until then domiciled in the old Mechanics' Institute, on Dryades Street, where Miss M. M. Bell had been for many years in charge. The collection was removed to St. Patrick's Hall, overlooking Lafayette Square. This building, which had in recent years been used as a Criminal Court building, was refitted for its new uses. During the Shakespeare administration it had been determined to sell this large and imposing structure, in order to raise funds to be devoted to the building of the new courthouse and jail, but the charges connected with the latter undertaking were met without having to dispose of the hall, which had been the scene of some of the most remarkable episodes in the city's history. An ordinance was passed by the council in April, 1896, authorizing the mayor to appoint a Board of Directors to supervise the new library.¹⁹ Frank T. Howard, Sidney March, Albert Baldwin, Jr., P. A. Lelong, F. G. Ernst, E. B. Krutt

¹⁵ Campbell, "Charter of the City of New Orleans," Introduction, August, 1908, pp. 20, 21.

¹⁶ Ordinance No. 11896, C. S.

¹⁷ Ordinance No. 12398, C. S.

¹⁸ Ordinance No. 11765, C. S.

¹⁹ Ordinances Nos. 10254 and 12217, C. S.

schnidtt and George W. Flynn were appointed, and William Beer, the distinguished librarian of the Howard Memorial Library, was entrusted with the arduous task of organizing and installing the collections. Mr. Beer's labors were completed within a twelvemonth, when he resigned. The present admirable City Library is the outcome of the arrangements effected by the city administration at this time. It is interesting to note that Mayor Fitzpatrick, after completing his term, became a member of the Library Board and was serving as its president at the time of his death.²⁰

The electrification of the city railroads was effected while Mayor Fitzpatrick was in office. The present house numbering system dates from this period. Thanks to these and other improvements which were under way in New Orleans at the time, the financial panics of 1893 and 1894 were felt less severely in New Orleans probably than in any other large American city. The generally prosperous condition of the city is shown by the fact that the assessments rose from \$129,638,530 in 1892 to \$140,567,443 in 1896. The rate of taxation was two per cent.

We have now to deal with other and less pleasant features of the Fitzpatrick administration. The willingness of the city council to co-operate with the mayor in promoting undertakings of real benefit to the city, was offset by its scandalous behavior in other respects. A number of public improvements were authorized under circumstances which aroused the suspicion of the citizens. Of these the renewal of the charters of the city street railroad companies and the numerous and onerous ordinances authorizing the paving of the streets were types. Public indignation was stimulated by the passage of an ordinance authorizing a contract to dispose of the city waste by burning, in lieu of the time-honored system of collecting it in carts and dumping it into the Mississippi.²¹ Although the new method was admittedly more sanitary, the fact that the old method entailed an expenditure of but \$57,000 while the new involved \$90,000, with no proportionate financial advantages to the corporation, aroused a storm of protest. Especially irritating were the provisions requiring the use of certain special types of garbage containers and the assorting of refuse in accordance with the regulations of the contractor. The mayor issued a proclamation threatening with arrest all householders who failed to provide themselves with these receptacles.²² The garbage contractor refused to remove refuse unless properly assorted and set out in the official vessels, and it was a matter of constant complaint that even when these preliminaries had been punctiliously observed he frequently failed to render the necessary service, with the result that the city fell into a state of filth dangerous to health. The ordinance, however, continued to be enforced until it was repealed under the following administration.

While the public was still smarting under these annoyances, the so-called Fischer Belt Railroad ordinance was hurried through the council and signed by the mayor. The necessity of a belt railroad had been long recognized. Some years previously a group of local capitalists, headed by Adolph Schreiber, had obtained from the council franchises designed to promote just such an enterprise, but through lack of capital

²⁰ Times-Picayune, April 8, 1919.

²¹ See Ordinance 7860, C. S.

²² Picayune, April 17, 1894.

had been unable to construct the road. Fischer, it subsequently appeared, was merely an agent of the Illinois Central Railroad, the real beneficiary under the present grant. The ordinance gave this company the right to run a belt road around the city and out to the levee via State Street, thence along the river front to the lower extremity of the city along whatever streets might seem most convenient, with spur tracks wherever desired. Certain streets were closed for the convenience of the grantee, others were to be opened at the expense of the city. In effect, the construction of this belt would shut commerce off from the principal trunk railroads by any other route. The ordinance "gave away for ninety-nine years to practically unnamed parties, from whom no pledge, no bond, no restriction, no compensation, no conditions of any kind were required, a public franchise of great importance and large value"²³ for which other parties were willing to offer a proportionate price. The only obligation assumed by the grantee was to maintain two gateways where the proposed belt would cross other lines of railway.

The route of the projected belt railroad would, it was announced, lie for a part of the way, through State Street. The people residing in the vicinity of that thoroughfare called a mass meeting for May 21 to protest against the projected invasion of one of the most attractive parts of the new, or upper, residence section of the city. This meeting was a remarkable one. It was held in a vacant lot at the corner of State and St. Charles Avenue and was attended by thousands of persons indignant not only over the specific grievance, but with the general conduct of the administration. This meeting was the result of a movement inaugurated by a little group of public-spirited citizens led by George W. Young, which gathered a few days before in a hall at the corner of Constance and Chestnut streets. Mr. Young was a leader in the subsequent developments which culminated in the organization of an anti-administration party and to the downfall of the Fitzpatrick regime. At the same time a movement of protest against the paving abuses began in the lower part of the city, and on the same night that the State Street mass meeting took place a similar assembly was voicing almost identical sentiment at the corner of Bayou Road and Rampart Street.

Three days later the Citizens' Protective Association was informally organized and submitted to the council a protest against the Fischer ordinance. The administration leaders were beginning to be alarmed at the storm which had been provoked. The Picayune, in an editorial charging that the ordinance was in contravention of Act 135 passed by the State Legislature in 1888, observed: "It is remarkable that the mayor, who has the reputation of being an astute and consummate politician, should have plunged into a course which is so excessively unpopular and has so entirely aroused the displeasure and condemnation of the people."²⁴ At the meeting of the council of May 22 an ordinance was introduced by Councilmen Brand and Doerr repealing the Fischer ordinance. "But it matters very little," commented the Picayune on the next morning, "whether the ordinance be repealed or not; the people are aroused to a degree which insures that the road will not be built."

The repealing measure, under the rules of the council, lay over one week pending final action. In order to make sure that it would be

²³ Picayune, May 16, 1894.

²⁴ Picayune, May 22, 1894.

passed, the Citizens' Protective Association scheduled a mass meeting at Washington Artillery Hall for the 29th, the night when the council should meet. Many thousands of excited citizens attended; other thousands collected around the city hall and yelled execrations against various members of the city government who were suspected of having part in the manufacture of the ordinance. The council promptly repealed the ordinance, and when a committee headed by Judge C. E. Fenner arrived from the mass meeting to ascertain what disposition would be made in the matter, it was greeted by the mayor with the announcement of what had been done. In fact, Mr. Fischer had already sent in a communication refusing to accept the grant, and this decision had been supported by the published announcement of the officials of the Illinois Central Railroad.

The Citizens' Protective Association, however, not content with this victory, undertook an investigation of the city government. A man named John Ellwood was found who was willing to testify before the grand jury that he knew that certain members of the council were taking bribes.²⁵ On June 8 two councilmen were indicted for "bribery and corruption in office in selling their votes and official influence as members of the city council." They had, as subsequently appeared in the testimony at the trial, refused to perform official acts until paid large sums of money. They were followed in rapid succession by other members of the council, indicted for similar offenses, until by the end of August nine had been involved. In addition, the city engineer and one ex-official—a retired tax assessor—were under indictment. Of these, however, only three were convicted.²⁶

Mayor Fitzpatrick, through a mistaken sense of loyalty to friends and political supporters, refused to suspend the indicted councilmen. He took the ground that indictment was based upon ex-parte testimony, and that he was not justified in assuming a degree of guilt sufficient to justify suspension until the charge had been ventilated in court. This, and other official acts, received sharp condemnation at the hands of the city press, one newspaper going so far in discussing the mayor as to intimate that he was a beneficiary under contracts granted by the city.²⁷ Fitzpatrick promptly replied by filing a suit for \$100,000, alleging libel, and denying the charge that he had used his official position to coerce a contractor into giving business to a hardware firm in which Mrs. Fitzpatrick had an interest. His policy here, and in respect to the indicted councilmen, was, as we shall see, in part the basis upon which subsequent impeachment proceedings were filed against him.

After procuring the indictment of other city officials, the Citizens' Protective Association, foreseeing the magnitude of the task which it had assumed, effected a formal organization. Hitherto it had existed as a vague sort of association, the leaders of which owed their position merely to the fact of personal influence and priority in the movement. On July 27, however, at the rooms of a commercial society, known as the Young Men's Business League, delegates assembled to select a regular board of officers. George W. Young was elected president, and A. L.

²⁵ Statement of J. J. McLoughlin. Mr. McLoughlin was prominent at every stage of this remarkable movement.

²⁶ Report of the Bloomfield Grand Jury, June 19, 1894; *Times-Democrat*, June-September, 1894, *passim*.

²⁷ *States*, July 23 1894.

Redden, secretary. The other officers were distributed among J. J. McLaughlin, J. Watts Kearney, S. L. Twitchell, E. F. Kohnke, H. A. Veters, Alcée Fortier, J. H. Dillard, J. W. Barkdull, A. G. Romain, O. J. Morel, E. E. Wood and other equally prominent men. It was definitely decided at this meeting to impeach certain members of the city administration, under Article 201 of the state constitution. This article permitted impeachment proceedings to be brought before any judge of the Civil District Court on the written petition of at least twenty-five citizens. It was also decided at this meeting to proceed against the garbage contractor in court.²⁸

On September 14 impeachment proceedings were begun under the foregoing agreement against Mayor Fitzpatrick in the Civil District Court. The case was allotted to Judge F. D. King and the trial began on November 8. The charges against the mayor were that he had "consented to and officially approved the Fischer belt railroad ordinance, adopted and signed in opposition to a general protest by citizens, and in flagrant violation of the law. It granted to a city official without demanding from him any benefit to the city * * * a practically unlimited privilege. * * * this privilege not having been offered to public competition by advertising, as the law directs. The statutes of the state were expressly defied in the enactment of this ordinance, which the mayor obeyed and which he subsequently signed, against the protest which was adopted at a public meeting and was subsequently presented to him by a delegation of citizens. * * * The mayor's failure to interpose his veto against any unlawful ordinance was to commit a wrong, but to sign it was a grave aggravation of that wrong." The mayor's failure to report to the council indicted officials "was in violation of a plain injunction of the law, and * * * councilmen are city officials in the meaning of that law."²⁹

A third charge was that the mayor had consented "to the purchase of material and supplies and to contracts for labor on public works without advertisement or adjudication, as the law requires. The law is entirely explicit in declaring that no public work or supplies shall be contracted for or purchased except when such contracts shall have been advertised and offered for public competition, unless in case of emergency, when purchases up to the amount of \$50 may be privately made. But in the face of this law the city officials, with the consent and approbation of the mayor, went ahead making contracts for large amounts with favored persons, without the slightest formality of advertising. * * * The mayor and the council applied to bills by heads of departments, regardless of amounts, the rule which the statute confined to bills not exceeding \$50."

The petition of impeachment then dealt with the mayor's relations with the plumbing business in which Mrs. Fitzpatrick was supposed to hold an interest. This was "a firm in whose business * * * the mayor was both directly and indirectly concerned. Even if the connection had gone no further than the fact that the mayor's wife is a partner in the firm, such dealings would have been unlawful, but his interest was greater than that. * * * The mayor actually encouraged and participated therein by approving ordinances making payment" to this com-

²⁸ Picayune, July 30, 1894.

²⁹ This is the Picayune's editorial summary of the citizens' petition.

pany, and furthermore by approving contracts made "with this firm in his own department of city hall repairs, which required his approval before they could ever go to the council for payment."³⁰

In reply, the mayor's attorneys held that interest and motive must be the determining factors in appraising an official act. "The character of an official act must be determined by the motive behind it. * * * The opposite side admits that the mayor is an honest man." The fact was cited that Mayor Shakespeare had approved ordinances providing for the construction of a belt railroad, on the ground that it conduced to the good of the greatest part of the population. The Fischer road would admittedly have been a great benefit to the city in developing the swamp lands in the rear of the city. The law requiring the advertisement of public franchises applied only to street railway franchises. With regard to the charge that purchases in excess of \$50 had been made, it was submitted that they had been authorized only in order to take advantage of lowest market prices, and had been advantageous to the city. With regard to the mayor's connection with city contracts, it was pointed out that the rule on this subject in the city charter was general, and prescribed a course of action without reference to whether it was hurtful to the city's interests. Clearly it might be ignored when it was to the city's clear advantage.³¹

Judge King reserved his decision until March 14, 1895. He then found in all points in favor of Mayor Fitzpatrick. He held in a voluminous written opinion that the testimony was "in some cases false and perjured, in others insufficient, and inapplicable, and in nearly all cases worthless to prove anything against the mayor," who was "acquitted of every charge and in every particular." With regard to the ordinances relative to the payments on public contracts which had never been advertised as directed by law, the court held "in respect to violation of law, first, that an official has a certain discretion, to the extent of which under his own judgment he may depart from the law. And this power and right of official discretion being a matter wholly indefinable and unlimited in terms of any sort, must be tested by the intention with which the law is violated. If no evil intention be shown, then there must have been no wrongful violation of the law." The court held, also, that the mayor, violating the law by advice of the city attorney, was not guilty of wrongdoing. An important use was made throughout the decision of the right to follow precedent in disregarding the express letter of the law. "When unlawful practices had been repeatedly pursued with impunity by his predecessors in office, a succeeding mayor is excused in following the precedent, if not justified."

With regard to the mayor's failure to suspend the indicted councilmen, Judge Kings' opinion was, that "the mayor honestly misapprehended the law, and in doing so committed an honest error of judgment and of law," in which he was wholly excusable. With regard to the relations with the firm in which Mrs. Fitzpatrick was a partner, the judge adopted the theory elaborated by the mayor's attorneys in their addresses at the close of the trial. "The respondent," said Judge King, "is not guilty of any act of malfeasance, gross misconduct, corruption, or favoritism."

³⁰ Picayune, January 10, 1895. Address of Judge Fenner at the close of the proceedings. Fenner was of counsel for the petitioners at the trial.

³¹ Address to T. M. Miller before Judge King, at the close of the case. Picayune, January, 1895, *passim*.

He was not, in fact, a partner in the firm in the sense in which the term was used in the law. In respect to purchases in excess of \$50, the judgment held that the fact that Mayor Shakespeare had likewise approved of transactions wherein no advertisement had been made, and where the amount was in excess of the sum stipulated in the law, established a precedent which exculpated Mayor Fitzpatrick. With regard to the latter's failure to co-operate with the grand jury in its investigation of alleged irregularities in the various departments of the municipal government, it was regarded as sufficient to explain his attitude in the premises that the grand jury had not invited the mayor's co-operation.

The citizens' case was a fiasco, but the local press did not hesitate to condemn the doctrine set up by the court. "As the people of New Orleans now know what protection they have under the judicial interpretation of their charter, it would not be astonishing and it would do no harm, if they were to assemble by thousands in indignation meeting in Lafayette Square, and perform a solemn auto de fe over their useless charter by publicly burning it. It is obviously not worth the paper it is written on." The Times-Democrat from whose editorial this quotation is extracted, hastened to add that it did not presume to question the "strict probity" of Judge King, or the "purity of his motives," but it could, nevertheless, not "look on the decision as otherwise than a public calamity."³²

Under the judgment the citizens who brought the proceedings, were made responsible for all costs, and the right of the mayor was established to bring suits for damages against the members. Of this right, however, Mayor Fitzpatrick did not avail himself. Nor did the Citizens' Protective Association make any further effort to impeach city officials. Thereafter it directed its energies rather to the organization of an anti-administration party and preparations for the next election.

Throughout Mayor Fitzpatrick's term there was trouble in the ranks of local labor. His enemies seized upon this circumstance to criticise the mayor for his well-known partiality towards the laboring man. The difficulties were attributed by these persons to his unwillingness to attack the problem of labor courageously and firmly. It is not certain that these criticisms were wholly justified. These years were years of unrest throughout the United States, and it is probable that, to a very large degree, the disorders in New Orleans were merely reflections of those which on a larger scale made labor history in England, Germany, and in the Northern part of the United States. The advent of the administration was heralded in April, 1892, by the crisis in the affairs of the local paper-hangers and street-car drivers. Both groups presented demands for increases in wages. In both cases the matter was adjusted without a strike, on terms favorable to the men. But in the following month, the street-car men's union submitted to their employers a demand for the discharge of all non-union employees. The refusal of this proposition was followed on May 17 by a strike which tied up all the city lines except one, and that solitary exception was also tied up on the 22nd. Save for a few cars run under police protection, local transportation remained inactive until the 26th, when the strike was ended through the mediation of the American Federation of Labor, neither side being advantaged. Numerous acts of violence had marked the progress of the strike. Cars

³² Times-Democrat, March 15, 1895.

had been attacked, strike-breakers had been assaulted, and persons attempting to ride in conveyances had been ejected and mishandled. At the end of the month the city council adopted an ordinance remitting one-half of the fines imposed upon persons arrested for these acts. No good reason was advanced for this extraordinary freak of legislation. The only discernible explanation was a desire to placate the labor vote.

Unrest continued in the ranks of labor all through the summer, but no fresh outbreak occurred till October. On the 19th of that month a series of events began which led to a general strike, when for a few days all the functions of the city's life were suspended, and a very grave situation created. On that date several unions connected with the handling and distribution of freight at the railroad stations, struck for shorter hours, increased pay, and the monopoly by union men of employment there. The strike terminated on November 1, with an agreement to submit to arbitration all the questions in dispute. But it was immediately followed by a strike of carriage- and hearse-drivers. The sugarmakers' union struck also. The agitation spread to all of the local unions. The complaint as to insupportable conditions among all classes of laboring men in the city, was general. On November 3 the Amalgamated Council, represented all branches of organized labor, called a general strike. Practically every trade at once suspended. Even the typesetters on the daily newspapers left their cases. The employes at the gas works and at the electric light plant abandoned their posts, and the city was plunged in darkness. The police were too few to cope with the situation, and as soon as reports of violence began to come in, the governor of the state, who was on the scene, decided to intervene. On the 11th Governor Nicholls issued a proclamation calling out the militia and announcing his intention to protect all persons peacefully going about their vocations. In the face of this energetic action, the unions had no course but to submit. The strike ended three days later.

Again, in 1894, the city was compelled to witness the outbreak of serious labor troubles, this time, unquestionably, resulting from the nationwide agitation connected with the great strike in Chicago in that year. There were, however, local factors which differentiated the New Orleans situation from those elsewhere during this eventful period. Here the trouble took the form of disputes between the white and negro screwmen employed on the New Orleans river front. In the latter part of October this feeling led the white screwmen to notify the stevedores that they would no longer work on vessels with colored men. On the 26th they raided certain ships where negroes were employed, and threw the latter's tools in the river. The next day colored screwmen were driven from their work at various points on the levee, one negro was killed, and several injured. Further clashes between the races ensued; and on November 4 a riot occurred in the upper part of the city, in the district known popularly as Carrollton, in which a negro stevedore was shot and dangerously wounded. The disorders on the levee were finally terminated by the governor ordering out the militia, under protection of which the negroes returned to work. An adjustment satisfactory to all parties was not worked out till the following year. In the interval, the inefficiency of the police in handling the riots led to an investigation, and in December, 1894, two captains and several patrolmen were dismissed from the force.

Fitzpatrick's administration came to an end April 27, 1896. He continued to be a figure in local politics, however, down to his death, on April 8, 1919. In 1898 he was elected to the State Legislature from a New Orleans district. In 1899 he was a candidate for the democratic nomination for governor. He entered the state convention with an almost solid block of votes assured from the city. A deadlock ensued as a result of his candidacy, that of Lieutenant-Governor Snyder, and of Senator Lawrason. As a compromise W. W. Heard was selected. Heard was elected. After taking his seat the new governor appointed Fitzpatrick tax-collector of the First District. During his tenancy of this office an incident occurred which illustrates strikingly the best side of this remarkable man's character. Through the dishonesty of a deputy, the state lost \$116,000. Fitzpatrick was responsible, but only up to the amount of his bond—\$30,000—for the acts of his deputy. He, however, refused to accept the limitation, assumed the whole debt, and paid it at the sacrifice practically of his entire private fortune.

In 1908 the offices of the state tax collectors in New Orleans were consolidated in one. Fitzpatrick was put at the head of it. He was holding this post when he died.

Fitzpatrick was a man of great ability, and under other circumstances than those which limited his early life, and handicapped him throughout his entire career, would have risen high. He was exceedingly charitable, took a prominent part in all benevolent and fraternal enterprises, and was a member of many clubs. For many years he was regarded as the leading sporting authority in the South. He was the referee at the Sullivan-Ryan prize-fight in 1882, and at the Sullivan-Kilrain fight in 1889.³³ He strove to give the city a good administration, and if he failed, the failure was due, in the main, to his too persistent loyalty to friends and political supporters, who did not deserve his confidence.

³³ Times-Picayune, April 8, 1919.

CHAPTER XXXIII

THE CITIZENS' LEAGUE MAYOR

The movement of protest against the existing situation in municipal affairs culminated in January, 1896, in the organization of a new political party, which called itself the Citizens' League. This organization was non-partisan, and had no interest in state politics, which at that time were exceedingly complicated and important. It aimed only at the election of new city officials, the overturning of the system which had long dominated the administration of local affairs, and the election to the State Legislature of such members from the city districts as would work in that body for laws in line with these objects. The headquarters were established at No. 314 Camp Street. Over the windows of the committee rooms a flag was flung to the breezes which had been used as the Third Ward headquarters of the Young Men's Democratic Association, eight years before. The officers of the party were: President, Charles Janvier; vice presidents, Pearl Wight, John Henderson, Felix Couturié; secretary, Walker B. Spencer; treasurer, G. W. Young. The executive committee was composed of C. W. Drown, A. Brittin, Alphonse Rabouin, J. F. Meunier, L. Claudel, Anthony Sbisà, W. R. Lyman, W. D. Denegre, W. R. Railey, S. F. Heaslip, John Finke, Bernard McCloskey, W. R. Stauffer, F. S. Palfrey, J. M. Parker, W. E. Dodsworth, John McGraw, O. I. McLellen, R. H. Lea, Wright Schaumberg, H. Dickson Bruns, T. J. Stanton, and George Lhote. "As death destroys citizenship, dead men shall no longer be permitted to exercise the right of suffrage." ran the league's pronunciamiento, published in the newspapers on the morning following its organization, "and as the privilege of voting is exclusively personal, and not transferable, representation at the polls by proxy must and shall be stopped."¹

At the same time a "Citizens' Party" was organized. Its members were workingmen, and its program was, in substance, identical with that of the Citizens' League, with which, as we shall presently see, it ultimately consolidated. The Picayune greeted its appearance cordially. "It shows that the people are aroused at the humiliating situation in which they have been placed by the present municipal government," was its comment, "and that they are determined to have a change. They will unite in any popular movement to down the old gang and establish a better order of things."² The Picayune was not alone in its cordial support of the popular side. The press of New Orleans, with one exception, solidly endorsed the league and fought valiantly through the hot campaign which followed.

This campaign opened on January 11, in the Eleventh Ward. Here the first Citizens' League Ward Club was organized. President Janvier made an address on this occasion which was a sharp arraignment of the party in power. "Official venality and incapacity," he said, "have fretted public endurance almost to the point of revolution. Unless some tangible promise of substantial relief through peaceful means be given, I very

¹ Picayune, January 11, 1896.

² Picayune, January 11, 1896.

much fear that outraged public patience will burst its bounds, and adopt heroic measures to drive from office the betrayers of the public trust." The league, as he defined its purposes, was called into being in order to secure for New Orleans "an honest administration of the affairs of the city * * * by officials chosen with reference to their character, capacity, and efficiency rather than for their ability to manipulate ward politics."³

In order better to subserve these purposes the executive committee of the league was divided into sub-committees. At the head of the finance committee was W. D. Denegre. S. F. Heaslip headed the committee on registration. This was an exceedingly important department of the work. It was necessary at once to set about "purifying the registration." "In a very short time a system will be set on foot," promised the president, in one of his addresses, "by which the frauds that have so long flourished will be uncovered, and an effective quietus put upon their further development." H. Dickson Bruns was chairman of a committee to formulate "such laws as may be requisite to correct the many abuses which have crept into our registration and electoral systems, so that it will be impossible in future for a minority to forcibly transform itself into a majority, by enlisting the active and unconscious suffrages of the absent and the dead, and supplying any further deficiencies by unscrupulous manipulation of the returns." The other members of this important committee, to which, later, was due a complete program of legislation, were Judge W. W. Howe, T. J. Semmes, W. B. Spencer, George Denegre, and Judge E. C. Fenner. The committee on legislation designed to better the administration of criminal justice in the city was headed by Bernard McCloskey.⁴ From its incipency the plan was not to dissolve the organization at the termination of the campaign, but to maintain it intact, with a view first to complete its work by securing in the State Legislature the enactment of a new city charter, and, secondly, to support the new administration in the effective execution of its revolutionary policies.

The campaign had not progressed far when the Board of Registration, which possessed the right to determine what parties should be represented by commissioners at the polls, decided that this right did not pertain to the citizens' movement. Janvier, in an address in the Tenth Ward, commenting upon this decision, warned the citizens interested in good government not to take part in the local primaries. "In the absence of any laws to regulate primaries," he said, "it is possible to vote fraudulent registration papers and stuff the boxes, so that however great might be the real majority of the citizens voting, they would have no influence in determining the result."⁵ The Citizens' League, however, finally obtained representation at the polls, but only when Buck made this a condition necessary to his acceptance of the regular democratic nomination.

On February 26 the Citizens' League published an address to the public which was, in effect, its platform. The document opened with a denunciation of the regular democratic organization, which "has hesitated at no act, however detrimental to the public welfare, to strengthen its hold and perpetuate its existence. * * * Should it be able to maintain its grasp, it will plunge the city into greater disorder and dis-

³ Picayune, January 12, 1896.

⁴ Ibid, January 12, 1896.

⁵ Ibid, January 18, 1896.

grace, hopelessly undermine the foundations of public prosperity, and finally destroy the liberties of the people." An outline of the league's plans followed. It would work not only for a new city charter and for laws to insure a clean registration, but it pledged itself to see that there would be, under its auspices, an efficient administration of public affairs, that the taxes were honestly expended, that the proper measures were taken to advance the public school system, that the police force should be increased; and that the streets should be kept clean, and good drainage provided. It promised to eliminate from the city payrolls "the political loafers who draw salaries for which they do not work, thus depriving honest men of the opportunity to earn an honest living."⁶



MAYOR WALTER C. FLOWER

The league announced its candidate for mayor on March 21. The publication of the remainder of the ticket was postponed until the plans of the opposition could be seen. Walter C. Flower was the choice for mayor. Flower was a democrat of long standing. He was born in East Feliciana, in 1850. His father, Richard Flower, was a well-known planter, who had extensive interests in the cotton business in New Orleans. The son was educated in Pass Christian College, and after leaving that institution, took a course in law at Tulane University. For some years after graduating at the university, he was employed as a reporter on the *Picayune*. He then practiced law for a short time, and in 1888 became connected with the cotton business, as a member of a firm of which the other partner was Branch M. King. He had been successful, and only a few months previous to the opening of the Citi-

⁶ *Picayune*, February 26, 1896.

zens' League campaign, had retired from business. He had figured creditably in the battle of September 14, 1874, and had always been a staunch, though not conspicuous, supporter of every movement in behalf of better government in the city. He had served two terms as president of the Cotton Exchange, in 1891 and 1892. The announcement that he had been selected to head the reform ticket was made by the Citizens' League speakers at a mass-meeting in the Fifth Ward. It was received with general satisfaction throughout the city.

Mr. Flower's letter of acceptance was published on March 30. It was a simple and unaffected document, in which he said: "I shall know no class distinctions. The interests of the laboring man will be as much the object of my solicitude as those of the better circumstanced. My study will be to act as will best conduce to the general welfare. * * * The time is ripe for the commercial development of New Orleans, and the most liberal policy will be adopted with reference thereto. Enterprise should be encouraged, instead of hampered by obstructive and oppressive measures." The Picayune, commenting upon the letter, said the following morning: "It is a noble and manly message," and characterized Flower as "a man of executive ability, and firmness * * * full of patriotism and public spirit."⁷

The opposition made capital out of the fact that Flower was a wealthy man, and that all of his associates were drawn habitually from the class which it is customary to set-off from the "laboring classes." On this basis an appeal was made to the latter element. But fortunately, the Citizens' Party had already to a considerable extent enlisted the sympathies of the laboring people in behalf of the reform movement. As early as January 13, at a meeting of this party, in the Third Ward, resolutions had been passed requesting the Orleans Parish Committee (the regular democratic organization) to "call a joint session of all committees to select an appropriate ticket" and expressing the opinion that "as we represent the practical working people, our relief will be solely in our own exertions."⁸ In an editorial the following day the Picayune urged an alliance between the Citizens' Party and the Citizens' League. This was happily worked out on March 31. A committee of five representing the Citizens' Party was appointed which drew up resolutions endorsing Flower, and they were adopted by the organization. From the point of view of the Citizens' League, this accession of strength was desirable; from the point of view of the Citizens' Party, fusion was imperative, inasmuch as the Board of Registration had refused to allow it representation at the polls, at the coming election.

Another objection raised to Flower by the regular democrats was, that he did not reside in the Eleventh Ward, as alleged, and therefore was not eligible to office. As a matter of fact, Flower had not given up his legal residence there, although for the sake of his health he had been spending some time in Covington, Louisiana. The fact was later established by his affidavit. Flower's health was also brought up as an argument against his election. His physique was not robust, but he was far from being an invalid, and actually served through his term, when elected, without ill consequences. His death, which occurred only a few years after he left the mayoralty, may have been hastened by the disappoint-

⁷ Ibid. March 31, 1896.

⁸ Ibid. January 18, 1896.

ment of his defeat in 1900, but was not attributable except remotely to his official labors. The most valid criticism to which Flower was subject, however, was that he was not really a democrat, but a "sugar" republican. From the view-point of the hide-bound party-men, this was a very serious accusation, and in fact had weight with many voters who set store by their party-record. It was true that he has identified himself with the republican party during the short-lived movement of the preceding year, when a considerable number of former democrats changed their political affiliations as a result of the policy of the national administration regarding the tariff on sugar. He had been a member of the Behan campaign-committee, but resigned within a short while; and in fact, his connection with the republican party had lasted so brief a time, and been so superficial that it had small weight with the thinking part of the city population. Moreover, as his supporters pointed out, the Citizens' League was non-partisan, and national politics, after all, had no place in purely municipal questions.

The regular democrats experienced considerable difficulty in finding a man to put up against Flower. The nomination was offered in turn to A. W. Hyatt, T. L. Macon, Davidson B. Penn, and Otto Thoman. Thoman would have been a thoroughly satisfactory candidate. His record in public office recommended him to the community. But his family induced him not to accept the tendered honor, on the ground that he had already done his full share of public labor, and that the new office would take him from their midst practically every waking hour of the day. The nomination was then tendered to Charles F. Buck, member of Congress from one of the city districts. Buck refused it at first, and finally consented to lead the ticket only after some of the most prominent men in the party had represented to him that, unless he accepted, the democracy, as an organization, would be disrupted in New Orleans, and possibly in the state. While awaiting Buck's answer the regulars turned to Fitzpatrick, and down to April 5 his name was believed to be the necessary, though reluctant, choice. Buck was exceedingly anxious to continue his national career, in which he was making a brilliant reputation, and it represented a very great personal sacrifice when on April 6 he signified his willingness to run for mayor. But he coupled his consent with conditions. The ticket should be a "clean" one—there should not be on it any person under indictment; meaning that none of the members of the Fitzpatrick city council who had fallen under suspicion should be renominated. Buck also stipulated that the opposition party should have representation at the polls. These terms were accepted, but as a matter of fact, some of the indicted councilmen were put on the ticket at the last moment, in defiance of Buck's wishes.⁹

Buck was an excellent candidate. He was "the only man in the city who could save the party," as the Picayune pointed out. "He would make a good mayor," continued this same journal, "just as he would fill any public office whose duties he would undertake, with fidelity, zeal, and ability." He had expressed "an honest and genuine horror" of the methods which had made the city government objectionable. He was a native of Germany, a son of a father who had risen to some prominence in the revolution of 1848, and for that reason had been compelled to emigrate to the United States. This father, and the mother also, had

⁹ Picayune, April 22, 1896.

perished in 1853 in New Orelans, of the yellow fever. The son had risen by sheer courage and hard work from the humblest circumstances to a position where he enjoyed the respect and affection of the entire community. He was now about fifty-five years of age. He had become a naturalized citizen of the United States in 1865. In 1880 he was elected city attorney, and re-elected to that office in 1882. He was elected to Congress in 1895 over H. Dudley Coleman, republican, in an exciting contest. After the campaign for mayor closed, and his defeat was assured, he returned to the practice of the law, and continued an honored member of the community down to his death, a few years ago.

It must be admitted that the regular ticket was, except for Buck, not chosen with much regard to the public's wishes. Buck's name was relied on to carry through the usual list of professional politicians. Except for the mayoral nomination, the ticket was not announced till April 8. The delay was due to the wish to wait till after the Citizens' League candidates had been presented to the public, and the hope that there might then be a popular reaction which would be favorable to the regulars. However, the Citizens' League played the same game, and on the 14th the regulars felt that it was useless to wait longer, and published their nominees. The leading candidates were: Comptroller, C. R. Kennedy; treasurer, C. H. Schenck; commissioner of public works, Denis McCarthy; commissioner of police and public buildings, C. Taylor Gauche; civil sheriff, Vic Mauberret; criminal sheriff, Remy Klock; registrar of conveyance, Charles Duquesnay. There were, besides, a full set of nominees for the recorder's courts, the city council, etc. The parish convention which selected the ticket on that date made a great pretense of carrying out the people's will—of yielding to a popular demand for a "high grade" ticket. "As to coming fresh from the people," said the Picayune of the ticket, on the following morning, "nothing could be more ridiculous. The nominations were known for weeks beforehand. * * * The ticket was a cut-and-dried affair, dictated by the bosses, and forced on their followers, whether satisfactory or not."¹⁰ "All the old ringsters are at its forefront. * * * The change in name of some of the candidates means no change in the administration of their offices, since the same influences, the same power behind the throne, will be operating there, just the same as before, should the ring ticket be elected."¹¹

The remainder of the Citizens' League ticket was announced the following day. The leading candidates were: Treasurer, Euclid Borland; comptroller, P. A. Rabouin; commissioner of public works, W. L. Gary; commissioner of police and public buildings, J. W. Murphy, and there were nominations for all the other municipal, parish and legislative offices. It had been intended to publish the ticket at a great mass-meeting at the foot of Canal Street, but bad weather prevented this, and the announcement was made at the newspaper offices in Camp Street, where an immense crowd assembled, which blocked traffic for most of the night. "It is not a rich man's ticket," said the Picayune, the next morning; "it contains men from every walk of life." The candidates were, moreover, nearly all men new to local politics, without affiliations with the regular organization, and all known for ability in some line or other.

¹⁰ Picayune, April 14, 1896.

¹¹ Ibid.

No better municipal ticket had ever been nominated in the entire history of the city.

The election took place on April 21. Considering the excitement which had attended the canvass, election day passed off with astonishingly little trouble. This result was perhaps due to the fact that the Citizens' League was known to be prepared for all eventualities. Its headquarters were established at Odd Fellows Hall, which then overlooked Lafayette Square. Here the threads of the organization were held by the leaders. A moment's notice would suffice to bring thither hundreds of resolute men. A force of 1,500 citizens armed with revolvers was distributed through the city in squads at the various polling places. Fortunately, no occasion rose to test the efficiency of these arrangements. Save for a cutting affair in the Third Ward, and sundry fist-fights, the day passed uneventfully. Flower received 28,345 votes and Buck, 17,295. The whole Citizens' League ticket was elected by substantially the same majority. Unquestionably, this result was due in part to the fact that no attempt had been made to exploit the registration office, as had so often been done on other occasions, for the benefit of the "regular" organization. At the head of that office was Ex-Mayor I. N. Patton. He had been appointed in the midst of the campaign. He was a supporter of the Citizens' League. His appointment was construed as an indication that Governor Foster was favorable to the citizens' movement. Patton's reputation was a guarantee that no irregular practices would occur in his department.

Mayor Flower was inaugurated on April 27, 1896. His administration was, in the main, occupied with the re-organization of the city government made necessary as a result of the enactment of the city charter of 1896. It will be remembered that one of the features of the Citizens' League program was the reform of the basic law of the city. The members of the State Legislature elected under the auspices of the league promptly set to work to carry out this promise. The new charter which they caused to be enacted was in line with the recommendations of the Municipal Reform League, and from the standpoint of the political economist, was ideal. The chief defect in the law was the fact that it did not go into operation all at once. Part became operative in 1896, and the remainder in 1900. The Legislature was influenced by the idea that it would be unwise to disturb the new administration immediately after its installation. Hence it provided that there should be no change of officers until after the next election—that in 1900. This fact led to considerable confusion and some litigation, to determine precisely the part of the instrument which became operative immediately, and which lay over till 1900.

The charter followed, in general, the lines of the previous documents of the sort. It divided the city in seventeen wards, the fifteenth being that part of the city situated on the right bank of the Mississippi, popularly known by its old name of Algiers. These wards were also grouped in seven municipal districts. The legislative department of the city government was composed of a council of seventeen members. This did not make any change on the previously existing system, except that the size of the council was reduced by nearly one-half. The members were, as formerly, elected by districts and wards. In the first and fourth municipal districts a councilman-at-large was authorized in addition to the representatives from the wards. A radical departure from the previ-

ous charter was the provision by which the councilmen were to be paid \$20 each per month. Under all previous charters these officials had served without compensation. The duties of the council were substantially unchanged from those set forth in the charter of 1882.

The executive branch of the city government was to consist of a mayor, a comptroller, a treasurer, a commissioner of police and public buildings, a commissioner of public works, and a city engineer. Of these officers the mayor, the comptroller and the treasurer were elective. The intention in having the last-named position filled by the vote of the citizens, was to prevent the mayor from getting too great control over the city finances. The other officials—city engineer, commissioner of police and public buildings, and commissioner of public works—were to be appointed by the mayor by and with the consent of the council. The mayor also appointed the city attorney and the city notary. It was required that in order to be eligible for these places the candidates should be at least thirty years old, citizens of the state and of the United States, and residents of the city for at least five years prior to their election or appointment. The mayor's salary was fixed at \$6,000 annually, the comptroller's at \$4,500, the treasurer's at \$3,500, the commissioner of public works at \$4,000, the commissioner of police and public buildings at \$3,500, the city engineer's at \$4,000. The duties of these officers, as described in the new act, offered no material change from the provisions of the previous charter. It will be seen, however, that the mayor's powers were sensibly augmented. The extension of his appointive power made him the center of the administration, with the departmental heads as his cabinet. This arrangement was in deference to the recommendations of the Municipal Reform League, and in line with the best expert opinion. It was considered that a harmonious administration was thus assured, a division of responsibility prevented, and the chances of the people obtaining a good government increased. The feeling was, that the electors could be relied on to choose one efficient officer—the mayor, under the new charter; whereas, if called on to elect a multiplicity of officials, as hitherto had been the case, the possibilities of an ideal selection were very small.

In addition to the board of police commissioners and the board of fire commissioners, which were continued,¹² there was provision for the appointment of a board of civil service commissioners. The mayor was authorized to name this board, which was to consist of three members, to hold office for twelve years unless sooner removed, and to receive annually compensation of \$3,000 each. "No person shall be eligible for such appointment who has been a candidate for, or incumbent of a municipal office in this state within four years prior to his appointment," ran part of the section relative to the board. It was also provided that during his incumbency none of the commissioners might be a candidate for any office whatsoever, nor be eligible for any office under the city government for four years after the close of his term. The duty of the board was to establish and put in operation a body of rules for the new government, and it was provided that, thereafter, all appointments and promotions should be made in accordance with those rules.

The charter made provision for the establishment of four recorders' courts in New Orleans. With regard to vacancies in office, the impeach-

¹² These boards were created by Acts 63 of 1888 and Act 83 of 1894.

ment and removal of officials, and public improvements in general, the provisions of the previous charter were substantially undisturbed. All the existing city officials were continued in office till the expiration of their terms. The first election to take place under the new act was fixed for the first Tuesday following the first Monday in April, 1900, but on the condition that, in the interval, the dates were not changed by the Legislature—which was not done.¹³ It will be seen that this charter was admirable in many respects, but unfortunately it outran public sentiment in New Orleans. The reforms which it proposed, highly desirable in themselves, were too far-reaching and abrupt under the conditions which prevailed in the city. The civil service provisions were especially the objects of attack. It was objected that the law, as it stood, opened the way to any casual non-resident to secure appointment to office under the city government, merely by passing the examinations. The feeling on this subject found expression in the city council in opposition to the men chosen by Mayor Flower to compose the first board. Their names were sent in in September, 1896, but action was deferred till the following January, when the mayor withdrew them. A second board, nominated by the mayor early in January, was composed of Judge W. W. Howe, Prof. Alcée Fortier and George W. Young. They were approved by the council. The board held its first meeting on January 29, 1897, and elected Prof. J. W. Pearce, secretary and assistant examiner. The board accomplished a useful work during the Flower administration, chiefly by familiarizing the public with the idea of civil service, but it did not succeed in allaying the opposition thereto, and, as we shall see, the law on the subject was subsequently and drastically amended.

Beginning with the present century there has been a marked increase in the commerce of New Orleans. Investigation, however, shows that this increasing commercial prosperity had its origin in the closing years of the nineteenth century. It was in those years that Flower completed the arrangements for the installation in New Orleans of a complete system of sewage, drainage, and water supply. Although the need of these improvements was recognized in the Citizens' League platform, they had been advocated only in general terms. The necessity was made urgent now by two outbreaks of yellow fever, the first in 1897, the second in 1898. In neither case was the disease of as deadly a character as it had displayed on previous occasions. In the first-named year there were 298 deaths in a total population of 285,156. In the latter year, but fifty-seven died out of a population of slightly in excess of 290,000. The disease appeared also in 1899, when there were twenty-three deaths; but in the latter year did not assume an epidemic form. These events demonstrated that a general house-cleaning was necessary for the salvation of New Orleans, and that the methods which had been depended on for the drainage of the city without much improvement for 200 years, would have to be immediately abandoned.

The preliminary steps looking to a modern system of drainage had been taken in the Fitzpatrick administration, but now Abraham Brittin, who had been elected to the city council on the Citizens' League ticket, distinguished himself by his advocacy of a plan whereby the city itself should undertake the work, and not leave it with a private corporation. Brittin demanded that with drainage should go water-supply and sewage,

¹³ Act 45 of 1896.

and that these various activities should be concentrated under the control of a single board, and not left to the management of the city council.¹⁴ The plan was fully discussed at an historic meeting in the mayor's office at the City Hall, on November 17, 1898, at which were present, besides Mr. Brittin and Mayor Flower, the following: City Attorney Gilmore, Assistant City Attorney J. J. McLoughlin, and Councilmen Marmouget, Guillaud, Story, Leahy, Pfister, Lochte, Pedersen, Tosso, Clark, Dreyfous, Ricks, Anderson, Claiborne and Brophy. Brittin said: "However divergent the views of citizens as to the method of obtaining it, I assume after the experience of the past two summers and the exhaustive discussion of the subject, that the people are practically unanimous in the demand for a thorough and complete sewerage of the city. But as to private ownership and control, whether wisely or unwisely based, there is unmistakably serious and pronounced opposition—an opposition so manifest that our council, who rightfully are to represent the people's wishes and demands, cannot ignore it. To my mind it has been perfectly clear from the beginning, and that opinion is still unshaken, that if the city is to own and operate the sewerage upon any fair and reasonable basis, it can only be done by the imposition of a small special tax for the purpose, otherwise the construction and permanent operation by private corporate control will be a certain result. So, as I view it, the choice lies between a special tax and city ownership on the one hand, and private control on the other. And it seems to me, in view of this fact, that the people themselves should make the choice by an election held for that purpose. * * * In view of these circumstances we offer for consideration this proposition: To submit to the taxpayers a bill for a special tax not to exceed 2½ mills for sewage and drainage, and, if deemed advisable, to include the purchase of the water works company, with the proviso, if favorably considered, that the fund be turned over to the present Drainage Board, and that this board be charged with the entire work of construction. Of course, the power and scope of this board would have to be greatly enlarged by necessary legislation. * * * With a levy of this 2½ mill tax I believe the Drainage Board will be enabled to continue without interruption to completion the drainage system, and build the sewage plant, and also acquire by purchase the waterworks plant, if deemed necessary or advisable."¹⁵

Brittin's views were heartily seconded by all of the persons present. It was decided on this occasion to appoint a committee composed of the city attorney, and Messrs. Brittin, Claiborne, Story, Dreyfous, and Mayor Flower, to put into definite shape the plan outlined by Brittin. Brittin was made chairman of this body. As a result of its labors there was drafted in detail a plan for the system of public works, embracing the water supply, drainage, and sewage, the successful installation of which is admittedly the most significant incident in the history of New Orleans in the last quarter century. The bond-plan subsequently put in legal shape by E. H. Farrar was also worked out by this committee.¹⁶

From this meeting the mayor's office may therefore be properly dated the movement which led to the great success of a group of enterprises which, till then, had been only partially inaugurated. However, these

¹⁴ Times-Democrat, June 22, 1899.

¹⁵ Times-Democrat, November 18, 1898.

¹⁶ Statement of A. Brittin to author.

plans were not to be put in execution immediately. Great obstacles had first to be overcome. Not only were there financial difficulties, but there were legal impediments which had to be eliminated before the Brittin plan could be set up in its entirety. The water supply, as above intimated, remained in the hands of a private corporation, which furnished river water unfiltered and charged with the sediment carried down by what Thackery called "the great sewer" of the Mississippi. This corporation was unwilling to surrender its monopoly, and not prepared to sell its rights to the municipality. Still, a control of the water-supply was essential as preliminary to any sewage system. A fight was necessary in the courts, and the new administration finally succeeded there by proving unmistakable and important violations of its franchise by the waterworks company.

This victory was fraught with consequences so important to the community that something more than a mere passing reference to it may be interesting. The waterworks were constructed in 1833 as a part of a great banking project. The company then organized obligated itself to furnish river water at an elevation of fifteen feet above the level of the land, or about as high as the highest water stage of the river. The act creating the corporation bore a proviso that the water supplied should be clear, pure and wholesome. Wholesome it may have been, but it was never clear and pure. In 1869 when the city took over the plant on the expiration of the company's franchise, it began to look into projects for purifying the water, but nothing was then accomplished in that direction. The distribution system was, however, extended and improved by the municipality and the cost of water furnished was materially reduced within a few years. In 1868, the year before the city took charge, the company pumped 22,227,000 gallons of water for which its customers paid 69.6 cents for 1,000 gallons. In 1870 the cost was 70 cents per 1,000 gallons. But thereafter with each succeeding year the cost fell sharply, until in 1877 it was but 37 cents per 1,000 gallons. The cost was actually high, as a result of the flat rate imposed on the small consumer, for some of the larger corporations which made use of the service were paying less than 2 cents at a time when the average cost was but a fraction under 70 cents. In 1878, owing to the poverty of the city government, by act of the State Legislature the waterworks were put into the hands of a private corporation under a fifty-year franchise, with absolutely monopolistic rights over the supply of water. The charge for water was not to be greater, under the act, than that previously fixed by the city when it was running the plant, and never to be more than sufficient to pay ten per cent on the investment. Of the stock of \$2,000,000 the city retained more than one-half. At that time the stock and bonds were worth 33 cents on the dollar.

The company held from the start that it was not compelled to furnish clear or pure water, though the law expressly so stated. In each annual report, however, the company held out hope that it would soon clarify the water supply, but it never did so. As early as 1884 the president of the company said in his report, "It is feasible and practicable for the company to supply the city with crystal clear water," but that was provided that the company won a suit then pending. The company did win the suit, which entailed on the city fees for water amounting annually to \$640,951, but the water continued to carry its usual percentages of sediment. The cost to consumers under the new company

went up rapidly. In 1882 the average price paid was 37.4 cents per 1,000 gallons; in 1884, 45.7 cents; in 1885, 59 cents; in 1886, 86 cents, or 250 per cent more than the charge made by the city in 1877. Finally one consumer brought suit on an overcharge and won the case, the court laying down a rule for charges. But the company obeyed only when compelled by law, and in other cases continued to mulct consumers after the usual fashion. This failure to obey the order of the court had much to do with the forfeiture of the charter by the Supreme Court. The suit for forfeiture was brought by James J. McLoughlin, assistant city attorney. When he proposed it Mayor Flower, although ardently desiring its success, was extremely doubtful of the outcome. McLoughlin, however, fought the case with stubborn pluck. The company won before the district court, but on an appeal to the higher court was he completely successful. He obtained a judgment of forfeiture, the court holding that a legally established corporation could be dissolved by forfeiture of its charter when it abused its privileges.¹⁷

The judicial victory opened the way for the success of the whole sewage, water and drainage project. E. H. Farrar, one of the ablest lawyers in the South, now put in legal shape the plans as suggested by Brittin. The ordinance drawn up by him was passed by the city council, and after a vigorous campaign, in which women participated for the first time in the history of Louisiana, casting their votes as property-holders, the constitutional amendment imposing a tax of 2½ mills was adopted, and the project was assured. The success of the municipally-owned water-supply system may be inferred from the fact that whereas the private corporation at its best had but about 5,000 subscribers, at present there are upwards of 90,000. Involved in the accomplishment of this notable result was the Constitutional Convention of 1898. In addition to inserting into the organic law the provisions required for the sewage-water and drainage project, this convention settled the vexed suffrage question, eliminating the illiterate negro vote. It also disposed permanently of the question of the ownership of the river front. Certain railroads had secured by purchase extensive frontages on the river, and while the convention confirmed these rights, it stipulated that the river front should be perpetually dedicated to public use, and never to private enterprise.

Another important project made effective during the Flower administration was to put the wires underground in the commercial district. This was done by Ordinance No. 13,838, adopted December 15, 1897. As for the city finances, much important work was done. The Fitzpatrick administration left to its successor a budget swollen out of proportion to the possible revenue. The energetic action of Councilman Brittin, as chairman of the budget committee, helped materially in putting the city upon a strictly cash basis. To do this it was necessary to effect a long series of compromises with the paving companies with which the preceding administration had made contracts. "Much paving had been done," said the Picayune, speaking of this work, at the beginning of the Citizens' League campaign, "of an inferior sort, which would have to be done again at a cost of nearly \$1,000,000. The gravel paving had cost the city \$1,319,000." Mayor Fitzpatrick had a few days previously sent to the council a message in which he congratulated the city upon the

¹⁷ Statement of J. J. McLoughlin to author.

immense amount of paving that had been done during his administration. "In congratulations on this score," remarked the Picayune, "the people certain cannot join the mayor."¹⁸ Mayor Flower now succeeded in effecting arrangements with the various paving companies involved by which the paving certificates still outstanding were compromised, with a large saving to the city. The amount involved was nearly \$300,000.¹⁹

An important phase of Mayor Flower's constructive work related to the police force. The original act of 1888 had been passed in order to eliminate politics from the department. This bill, which was introduced into the Legislature by Felix J. Dreyfous, member from the Sixth Ward of New Orleans, contained provisions similar to those which experience in the largest and best governed American cities had shown to be desirable. It made the mayor commander in chief of the force, but vested its management in a board of six members, representing the various municipal districts into which the city was then divided. The board not only made rules for the government of the force, but enforced discipline by trial, fines, and dismissal, as the situation required. A civil service was also instituted under this act, and provision made for the establishment of a police pension fund. This law was amended in 1890 and again in 1896, both times with a view to make clear certain details over which controversy had arisen. The amendments of 1896 provided that the police commissioners might be removed by legal proceedings, authorized the mayor to appoint emergency officers without pay, altered the qualifications of membership in the police force, removed the appointment of the examining committee from the hands of the superintendent of police and placed it in the hands of the board; made the decisions of the board in all matters final, and prohibited the members of the force from engaging in other occupations.²⁰ The commissioners were made elective by the city council and were to serve twelve years, but were to receive no compensation for their services. The effect of this legislation was to make the force still more independent and to rid it still further of politics.

The administration had not been long in office when it was called on to face a serious situation resulting from the unprecedented floods in the Mississippi River. In this crisis the city was well served by the Orleans Levee Board. This board came into existence in 1890 at the same time as other similar bodies were organized throughout the state. The Orleans Levee Board had for its first president Felix J. Dreyfous, who served with exceptional ability and success for six years, and was succeeded in 1896 by Otto Thoman. Mr. Thoman was president at the time that the high water of 1897 brought the city face to face with the possibility of disaster. Under his auspices the work of improving the levees around the city had been pressed forward vigorously, but the flood of 1897 was so great that even with these improvements, it was necessary to build emergency embankments along the crown of the permanent levees over a distance of twenty-one miles, a work in which 700,000 sacks of earth were used. At no time in its history was the city in such grave peril of inundation. The levee at the head of Carrollton Avenue was in danger

¹⁸ Picayune, January 23, 1896.

¹⁹ Ordinance No. 13,212, C. S.

²⁰ Act 95 of 1896.

for several weeks, and it was necessary to maintain there guards both by day and by night. At the foot of Toledano Street there was also grave peril that the water would cause the levee to collapse. During the week when the river was at its highest there seemed no way to prevent a disaster occurring at these points, and also at Calliope and Julia streets and at the French Market. Thoman was almost continually on the levees. He established a reserve of 5,000 sacks at Gravier Street; and fortunately so, for the rising river made it necessary to utilize them the following day to build a temporary embankment between Julia and the French Market; and when the water rose within the next twenty-four hours, it was only kept out of the city by this frail barrier. A few nights later the wind blew from the East, with the result that the water went over all defenses at Canal and Bienville streets, rising even into the stores on the former thoroughfare. With the change in the wind, however, this danger subsided and the water ran off. This situation continued for three months, from early in March to the beginning of May. At one time 2,500 men were at work on the river front. The levee board was without funds to support this aggressive campaign. Fortunately President Albert Baldwin, of the New Orleans National Bank, and President R. M. Walmsley, of the Louisiana National Bank, authorized Thoman to draw on their institutions for whatever funds he might need; they advanced nearly \$325,000. Subsequently, under authority from the Legislature, the board issued bonds, raised money, and repaid the loan.²¹

In 1899 the Sixth and Seventh Municipal Districts were for the first time lighted by electricity. Hitherto they had depended upon gas as an illuminant. The rest of the city had enjoyed the advantages of electric lighting since 1887. Gas was introduced into New Orleans, as we have seen, in 1824, through the efforts of James H. Caldwell. Encouraged by the success of the experiment, Mr. Caldwell in 1834 organized the New Orleans Gas Light and Banking Company, with a capital of \$300,000, which was subsequently increased to \$600,000. The charter of this corporation gave the city the right to acquire its plant at the end of forty years. But in 1875, when this opportunity presented itself, the municipality was unable to take advantage of it. The old company was merged into a new corporation known as the Crescent City Company, which had recently obtained from the State Legislature a charter to run fifty years, until 1925. The gas for the upper part of the city was supplied by the Jefferson City Gas Light Company, with which the city had a contract that expired in 1899. By 1900 the city streets were illuminated exclusively by electricity.

The stimulating effect of the new order of things which began under Flower was felt also in the management of the city schools. Down to 1862 the old system of separate schools boards which grew up between 1836 and 1852 was allowed to continue unchanged. In that year, however, while the city was in the hands of the Federals, these separate boards were consolidated under one management. This cannot but be regarded as a wise arrangement, although there had been no serious complaint regarding the previous organizations. The freeing of the slaves in 1863 had made necessary some provision for their education. The first colored public schools came into existence in that year, under an order issued by General Banks. The first superintendent of public

²¹ Statement of Otto Thoman to author.

schools under the consolidated system was J. B. Carter, who served till 1865, and was succeeded by William O. Rogers, who resigned in 1870. Carter was re-appointed superintendent, and served till 1873, when he was superseded by C. W. Boothby. Under Boothby, J. V. Calhoun was appointed assistant superintendent, and Warren Easton, became principal of one of the most important schools in the city. At the close of his term Boothby had around him a teaching corps of 450, and there were enrolled in the schools 26,000 pupils. In 1877 William O. Rogers again became superintendent, serving as such till 1884. His place was then filled by Ulric Betterson. On Professor Betterson's retirement in 1887 Warren Easton was appointed to the superintendency. At this time the school board consisted of twenty members, eight of whom were appointed by the governor of the state, and the remainder elected by the city council. Under Flower the condition of the schools was better than at any previous time in the history of the city. In 1899 the enrollment was 23,668, of which 20,257 were white. There were a normal school, the foundation of which dated back to 1853; a high school for boys, and two for girls. At the head of the school board was E. B. Kruttschnitt, whose work for public education during many years earned for him a permanent and honorable place in the annals of the city.

Unfortunately, much of the work of these four important years was preparatory. To carry to a completion the numerous enterprises he had initiated became a duty which Mayor Flower felt he must, if possible, undertake. Therefore, as his term drew to a close, he allowed himself to be once more brought forward as a candidate of the reform party. The campaign which followed was fraught with momentous consequences both for him and to the city.

CHAPTER XXXIV

PAUL CAPDEVIELLE, MAYOR

The Flower administration was a turning-point in the history of New Orleans. It closed one epoch and opened another. With it the Reconstruction era came to an end. With it began the period of commercial prosperity which extends over into the present time. Significant, also, is the fact that since Flower's time the city elections, however hotly contested, present little of that revolutionary aspect which so often accompanied them in the precedent generation. Certain characteristics of the Reconstruction period persisted, and still persist, nor are they likely wholly to disappear till the last survivor of that terrible chapter in the city's history shall have passed away. But from Flower's time there have been contrary forces which have with steadily augmented power operated for the creation of better civic ideals. Thus, although the election of 1900 witnessed a triumph of the "regulars," their victory was fairly won, and in the administration which then came into power there was an earnest and, on the whole, successful effort to continue the work begun in Flower's time. The "regular" nominee, Paul Capdevielle, had been considered for mayor in 1896, but he was not then in a position to accept the nomination, even had it been tendered him formally. But as the election of 1900 approached, he found himself differently circumstanced. As soon as it became known in the Sixth Ward, where he resided, that Capdevielle was a receptive candidate for the nomination, his friends organized a strong movement in his behalf, which had the support of the ward leader, Brewster. After a hot fight they succeeded in electing a Capdevielle delegation from the ward to the city nominating convention.

The "regular" democratic convention met in March. The nomination of a candidate for mayor was put off till towards the end of the meeting. In selecting names for the other offices the time-honored custom of apportioning the places among the different wards was observed. Capdevielle was not without opposition in the convention. W. H. Byrnes, a well-known local insurance man, proved an active competitor for the first place on the ticket. At first it looked as though he would capture the nomination. Brewster, finding, as he thought, that sentiment was setting irresistibly towards Byrnes, was anxious to see that the Sixth Ward should have recognition of some kind, even if denied the right to name the mayor. He therefore indicated his willingness to surrender what seemed a profitless pretension to the first place on the ticket, and to accept the comptrollership as the ward's share. Brewster's attitude on this occasion was much misunderstood. By many he was thought to have sacrificed Capdevielle and the mayoral nomination to get the comptrollership; whereas, as a matter of fact, he was actuated by a desire to protect the interests of his constituency, and only yielded on the matter of the mayoralty when it appeared that no other course was open. The comptrollership was accordingly allotted to C. R. Kennedy. In the Sixth Ward, however, Capdevielle's friends made vigorous protests. The ward's delegates in the convention likewise insisted upon his nomination.

Kennedy therefore felt that he must withdraw from the ticket. This opened the way to a readjustment by which the comptrollership was assigned to the Fifth Ward in consideration of its support for Capdevielle; and as the leaders of the Fifth and Third wards were leagued together by many mutual interests, this arrangement brought over to the Sixth Ward candidate the votes of the Third also, with the result that Capdevielle received the nomination.

The rest of the ticket was composed of: Vital Tujague, comptroller; G. B. Penrose, treasurer; T. J. Moulin, commissioner of public works; F. E. Bishop, commissioner of police and public buildings; W. T. Hardee, city engineer; city attorney, S. L. Gilmore; Fred Zengel, city notary.

There was a time when Flower might have had the position which Capdevielle now occupied. Early in the year he had been approached with regard to becoming the "regular" nominee for mayor. The leaders of both the city and state democracy were anxious to heal the breach in the party, and, especially, to prevent a repetition of the Citizens' League movement in the impending election. To insure this object they were prepared to accept Flower, if he, on his part, would agree to make certain concessions regarding the distribution of office which would facilitate the amalgamation of what had so recently been antagonistic parties. Flower, however, took the position that he could not seek the nomination, though willing to accept it if tendered him. This attitude made the contemplated arrangement difficult, but it did not seem impossible, until, just when the negotiations were approaching a critical stage, Flower unexpectedly left the city to attend a convention in Buffalo, N. Y. His absence at this particular moment shipwrecked the entire fusion project.

Although the Citizens' League had lost a large part of its membership by gradual attraction back into the ranks of the "regular" organization, there still remained a considerable fraction of the organization faithful to its tradition. This group now decided to put Flower forward as an independent candidate. Under the leadership of W. B. Spencer, W. D. Denegre, Charles Rosen, and others, a campaign committee was formed which rapidly called into being clubs in each one of the wards. Then delegates from each of these organizations met and endorsed Flower. This organization took the name of the Jeffersonian democracy. It must be confessed that the Jeffersonian democracy accepted Flower with some reluctance. Had there been another available candidate the leaders would have preferred him. Flower's attitude of receptivity with regard to the "regular" nomination had been very displeasing to his late associates; but his administration had been so satisfactory that no other candidate could be found who so obviously merited the suffrages of the people or so emphatically deserved the endorsement conveyed in a renomination. However, some of the very men who engineered the Jeffersonian democracy did so with entire certainty that Flower could not be elected, and that the movement was valid only as a protest against "ring" rule and the "regular" election methods.

Many other influences conspired to prevent the Jeffersonian democracy from carrying the election. It had arrayed against it all the forces which were working to reconsolidate the municipal and state democracies. The political situation in the state helped also in that direction. There were four state tickets—the democratic, the populist, the regular republican, and the fusion-republican, the last of which had the support of the so-styled "lily white" element in the republican party. W. W. Heard was

the candidate of the democrats; D. M. Sholars, of the populists; and C. T. Cade, of the regular republicans. At the head of the fusion-democrats was Donaldson Caffery, Jr., son of one of the leaders of the anti-lottery fight of eight years before. Caffery was a strong candidate, and it was clear that if he were to be defeated the democracy could not afford to neglect a single factor, particularly in the city. As state and city elections fell on the same day, the result was that the state issues were more or less intimately connected with the city campaign. Moreover, the city "regulars" had taken a leaf out of the Citizens' League book. In 1896 the Citizens' League had canvassed the city thoroughly, and knew precisely what and where was the vote on which it could rely, and when and how it should expend its efforts in making new adherents. In 1900, however, it had done nothing of the kind to be compared with the thoroughness and finality with which the "regulars" had canvassed the city. Flower was, however, confident of success. He knew that there were no objections to him personally. He had made an excellent executive. He felt that his personal popularity and excellent record would counterbalance any deficiencies of organization and suffice to carry through the Jeffersonian ticket. There was a final condition which worked for his undoing, and that was the fact that the ballot was extraordinarily large, and it was necessary for a voter who wished to scratch his ticket to mark individually no less than twenty-seven different candidates. The expert political managers on each side understood that the majority of voters would prefer to stamp the party emblem once rather than go to the trouble of picking out individual candidates: it would be easier to vote "straight" than otherwise, and that therefore Flower's personality would not be sufficient, attractive though it was, to guarantee the success of the ticket headed by his name.

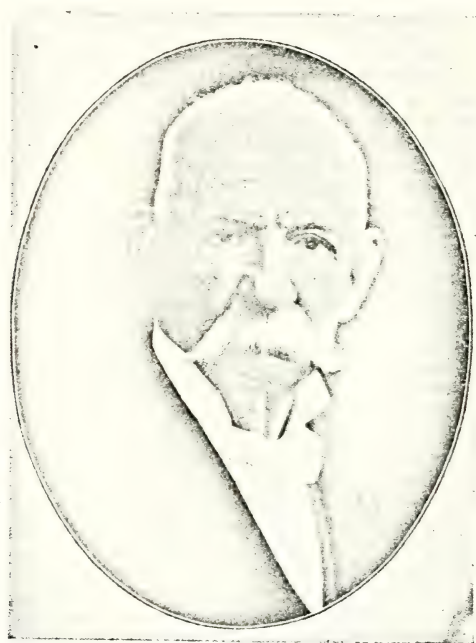
The campaign though brief was spirited. Capdevielle announced his support of the principle of municipal ownership. His principal organ, the *Picayune*, supported him largely on that basis. But municipal ownership was not a vital issue in the election. Capdevielle only alluded to it casually in his utterances on the stump. Flower did not oppose it. The question of civil service also emerged from time to time. A mass meeting at Parkerson Place on April 8 adopted resolutions demanding the repeal of the existing civil service law on the ground that it was "an undemocratic institution tending to the creation of an office-holding class."¹ But the real issue was the candidates, and the arguments for and against the opposing sides were almost wholly personalities. The election took place on April 17. The extraordinarily bad weather which prevailed that day had no doubt considerable effect in cutting down Flower's vote. A rain fell of such intensity that many parts of the city were under water for hours. In some places voters had to be carried to the polls on the backs of men and boys; at others roughly-made rafts were pressed into service for the same purpose. Flower received 13,099 votes; Capdevielle, 19,366.²

Capdevielle was born in New Orleans, January 15, 1845. He was of French descent. His father, Augustin Capdevielle, was born in France, but settled in New Orleans in the year 1825, and became a prominent merchant. The son was educated at the Jesuits' College, in New Orleans,

¹ *Picayune*, April 13, 1900.

² Campbell, "Charter of the City of New Orleans," etc., (1908), p. 23.

whence he was graduated in 1861. He served with credit in the Civil war. He enlisted in the New Orleans Guard Regiment of Infantry, but in 1862 joined Boone's Louisiana Artillery. He was captured at Port Hudson, in July, 1863. Paroled soon after, and subsequently exchanged, he entered Legardeur's battery, and continued in the Confederate service till the close of the war, when he surrendered at Greensboro, N. C. He walked thence to his home. He returned to civil life, taking up the first employments that offered, but incidentally occupying himself with the study of the law. In April, 1868, Capdevielle was graduated in law from



MAYOR PAUL CAPDEVIELLE

Tulane University. From that date till 1892 he was actively engaged in the practice of his profession in New Orleans. He rose rapidly both as a lawyer and in business life and public affairs. In 1892 he gave up the law to accept the presidency of the Merchants' Insurance Company, which then did a large business, but later on was liquidated and sold. For thirteen years Capdevielle was its president. His political history began in 1877, when he was appointed by Governor Nicholls a member of the State School Board. While he was a member of this body the entire state school system was reorganized and put into effective operation. Subsequently he was appointed a member of the New Orleans Levee Board.

In 1899 he resigned from the latter board when he was tendered the nomination for mayor of the city.³

The new administration was inducted into office on May 7, 1900. Mayor Capdevielle, in his inaugural address, made some important suggestions. He spoke of the drainage system which was about to be constructed, and pointed out that if the city desired to have its own electric light plant, it could operate it without much additional cost, by using the power house of the drainage system. This suggestion was in line with the theory of municipal ownership to which the new mayor had pledged himself in his campaign utterances. The matter was taken up in the city council at an early date, and an ordinance was adopted calling for bids for the erection of a new electric light plant. Two methods were suggested by which the corporation might become the owner of the plant, the first, a so-called "outright ownership plan," provided that the expense be met in annual installments out of the city alimony and from the reserve funds over a certain number of years; the other, known as the "installment plan," permitted the contractor to build and operate the plant, the city paying annual installments on the purchase price, and the plant to be turned over to the municipality when completely paid for. At that time the city was paying \$250,000 to a private company for lighting the streets, etc. It seemed a feasible plan to turn this large sum in the direction of paying for the property. Two sets of bids were therefore called for. A bid on the "outright ownership" plan was accepted. This provided for the construction of a lighting plant on the site of the old police jail, on South Robertson Street. The work, however, was never undertaken. After a long delay, the contract appears to have been cancelled, and in March, 1903, the comptroller was directed to readvertise for bids. These when received were referred to a special committee of the council, and the project seems to have gone no further.⁴

In a further effort to fulfill his campaign promises, Mayor Capdevielle advocated the passage by the State Legislature of new legislation on the subject of civil service. An act was accordingly passed in 1900, correcting the provisions in the previous law under which persons not bona fide citizens and residents of New Orleans might, by merely passing the examinations, qualify for employment under the city government.⁵ The existing civil service commission attempted to enjoin the city from enforcing this act, alleging that it was unconstitutional; but the matter when carried to the State Supreme Court was decided adversely to it. The board accordingly wound up its affairs and went out of existence. A new board was appointed in 1901, since which date the civil service, under the modified law, has been a fixed feature of the city government of New Orleans, its value and influence being yearly more clearly recognized.

The new mayor, in his inaugural address, recommended that, although there was admittedly a great demand for further paving of city streets, in this matter the city should proceed slowly. Mayor Capdevielle pointed out that the drainage and sewerage plans remained to be carried out, and that the expenses connected with these works would be heavy; it was

³ Fortier, "Louisiana," III, 87-89.

⁴ Ordinances 974 and 1717, N. C. S. After the resolution placing the matter in the hands of the council committee, the city records contain no further allusion to this interesting matter.

⁵ Act 89 of 1900.

judicious, therefore, to limit the amount of paving until drainage and sewerage had been installed. Nevertheless, the administration was able to meet the large expenses entailed by the paving with asphalt of Canal Street from Liberty Street to Metairie Road. The gravel pavement previously laid on this considerable extent of frequented thoroughfare had become much worn; it had to be repaired; but the outlay which it would involve was so large that the council very wisely deemed it the truest economy not to expend money in merely restoring a pavement which had not proven durable; but by adding somewhat to the initial outlay, substituted a permanent and handsome improvement. The ordinance first adopted authorizing this important work was attacked in the courts; the contract was annulled in view of certain legal questions which arose; but these having been disposed of, a second ordinance was adopted in October, 1902, which avoided all the objectionable features of its predecessors and the work was accordingly completed in the following year. Other noteworthy legislation connected with the city streets was enacted, permitting the opening of Carrollton Avenue from Orleans Street to City Park Avenue; and of Burgundy Street from Poland to Delery streets. A little later, in the upper part of the city, Magnolia and Freret streets were opened from Seventh Street to the upper line of Audubon Place. Metairie Road was renamed City Park Avenue by an ordinance passed in 1902.

The administration made some important arrangements with regard to the city railroads. In 1901 the extension of the Orleans Street Railroad was sold on the basis of the payment to the municipality of 4 per cent of its gross annual receipts. In May, the street railways company was granted permission to establish a belt line on Canal and Esplanade streets. In January, 1901, the historic Clay statue, which during almost fifty years had stood at the intersection of St. Charles and Canal streets, was removed to Lafayette Square. The claim was made that the statue interfered with the safe operation of the street cars in Canal Street. The rededication of the statue in its new location was made the occasion of interesting and appropriate ceremonies. In 1902 the various railway companies which till then had operated independently the various lines of street railroad, were consolidated under the name of the New Orleans Railways Company. With them were combined the electric light and gas companies. The whole was capitalized at \$80,000,000.

An important achievement was the recovery by the city of its markets. Litigation with that end in view was in process between the city and the market lessees. In December, 1900, an offer of compromise was accepted by the city. As a result, the city was able to take over the charge of these institutions at the beginning of the century. This was in line with the policy of municipal ownership to which the administration stood committed. The building of a new public market at the corner of Burgundy and Touro streets was another instance of the application of this principle. The city erected several other important new structures, the largest being a new jail. The old jail on South Robertson Street had fallen into a state of dilapidation where it was a reproach to the municipality. A contract for the erection of the present "House of Detention" was let among the first acts of the new administration. The building was completed within two years, and cost \$112,800. A smaller jail was also built in the Second District.

The State Legislature in 1902 passed an act merging the Drainage Board and the Sewerage and Water Board. To this organization was committed the task of constructing the great system of sanitary improvements, the installation of which is the most noteworthy achievement of New Orleans in the twentieth century. As a part of the general scheme of improvement in the city the Board of Liquidation accepted bids for \$12,000,000 of Public Improvement Bonds on December 17, 1900. The bonds were sold at the price of \$104 619/1000. They carried interest at 4 per cent per annum. The success of this transaction was very gratifying. Mayor Capdevielle showed great interest in the management of the city finances. In spite of the large enterprises inaugurated in his time the tax rate was maintained at twenty-two mills. When he came into office he found a bonded debt, including interest, of \$20,278,917. The floating debt was \$423,473.39, and the liabilities for contracts under execution was \$243,412.86. The total debt was therefore \$20,945,803.25. The assessment for 1900 was \$139,235,101.99—not a large amount for a city, which, according to the census of 1900, had a population of 287,104. The assessment rose by 1904 to \$158,584,194.

A few minor ordinances enacted during the Capdevielle administration may be mentioned, among them those regulating the distribution of fuel oil to the manufacturing plants in the city, many of which were, it appeared, supplied by pipe lines; consolidating the Second and Third District ferries; and inaugurating a movement for a union railroad station. The last-named project was initiated on October 28, 1902, when the council appointed a special committee to work out a plan in conjunction with the various railroads having terminal facilities in the city. A long series of conferences ensued, but nothing definite was achieved. Nevertheless, to the public opinion engendered during the discussions may be attributed the grouping of the railroad passenger depots at three central points, a few years later, instead of at individual stations scattered over the whole area of the city, as had previously been the case.

In this connection it should be mentioned that during this administration additional space was granted on the river front to the Louisville & Nashville Railroad to enable it to erect a station and extend its tracks in the vicinity of the foot of Canal Street.

In 1902 the State Legislature passed an act enabling the city to build a new court house, to cost \$575,000, of which \$200,000 would be contributed by the state. A commission was appointed to carry out the provisions of this act. The work was begun in 1903, but was not completed till 1910, at an outlay which considerably exceeded the original figures.

The most important events of the Capdevielle administration were, however, the visit of President McKinley, the Charles riot, and the street car strike of 1901. The president spent two days in the city at the beginning of May, 1901. He was met at the railroad station by the mayor and the city council, and the next day he was received at the Cabildo by the State Supreme Court and the Louisiana Historical Society. This was the first instance in the history of New Orleans that a president of the United States had visited it while in office.

The Charles race disturbances were of a most serious character. They lasted four days. At one time it seemed likely that rioting on a large scale would ensue. The trouble started on July 23, 1900, when a policeman named Mora attempted to arrest the negro, Robert Charles. Charles was

a singular character. He is said to have been a native of Columbus, Miss., and to have committed some offense there which made it desirable for him to seek refuge elsewhere. He came to New Orleans, and gave himself out as the agent of Bishop Turner and the movement for the exportation of American negroes to Liberia. When the police searched his room they found it filled with incendiary literature, exaggerating the servile condition of the negroes, and the oppression of the white race. Throughout the disturbances there was fear that his cronies, filled with these ideas, might start to carry out the suggestions of murder and arson which these publications inculcated. Charles had associated with himself a cousin named Pierce. Their behavior was so mysterious that the white people residing near Washington Avenue and Dryades Street, where the two negroes had rooms, concluded they were burglars and so reported to the police. Mora was one of three officers sent to make the arrest. Both negroes drew pistols and fired at the officers; Pierce was taken, but Charles succeeded in making his escape, after inflicting three wounds on Mora. This occurred in the early hours of the night; during the remainder, policemen trailed the fugitive, and as dawn was approaching, located him in a negro lodging house at Fourth and Rampart streets. Here an attempt was made to effect an entrance, and Charles, who had armed himself with a Winchester rifle, shot and killed two of the officers, Capt. John Day and Corp. William Lamb, as they were advancing down a little side alley on the premises. Charles appears to have been under the impression that Mora was killed; and resolved to sell his life dearly. It is said that some notion of martyrdom was also mixed up in his murderous frenzy.*

The news that the officers had been killed spread rapidly, and on July 24 mobs which are described as composed of boys and young men under twenty-one years of age formed in various parts of the city, partly with the idea of lynching Pierce, partly of co-operating with the police in the search for Charles which was in progress; but most of all, to hunt down and kill negroes. Five negroes were killed, and seven were wounded under the most distressing circumstances. Several whites were injured also by stray bullets. The governor of the state, apprised of what was occurring, offered a large award for the apprehension of Charles; acting Mayor Mehle did the same on behalf of the city; and at the close of an agitated day, the latter official also issued a proclamation calling on all good citizens to repair to their homes, and directing that all drinking places be closed. The police failed to make any arrests. Their indifference, or incompetence, in this regard encouraged the rioting. Unquestionably, they sympathized with the rioters, whom they regarded as inspired by the wish to avenge their slaughtered comrades. The most dangerous mob formed at Lee Circle, and proceeded thence to Morris Park, where some incendiary speeches were made. Only the lack of a leader prevented the movement from becoming very grave indeed.

The following day saw Mayor Capdevielle on the scene. He had been absent at one of the summer resorts on the Lake Shore when the trouble began; he now hurried home, and took energetic measures to suppress the disorders. He ordered the arrest of every person known to have been implicated in the disturbances of the previous day; citizens were warned off the streets, and a call for special police was answered by

* Picayune, July 24, 1900.

1,500 volunteers, who were sworn in, armed, and assigned to duty. Col. E. E. Wood was put in command. He called to his assistance some of the officers who had served under him in the Spanish-American war, notably Maj. W. L. Hughes, Capt. H. L. Favrot, Lieuts. Fortin and Schmutz, and others. Prominent citizens also responded and were put in command of squads stationed at various critical points throughout the city. In spite of these precautions many negroes were set upon and beaten during the day, and two were killed. Some of these were inoffensive persons on their way to or from work. But there were several who were overheard to make remarks eulogizing Charles and his "war on the whites." Other negroes heard to indulge in these remarks were arrested and detained in jail. These were exceptions, however; the majority of the negro population, especially the law-abiding element, obeyed the mayor's proclamation and remained indoors. As a further precaution, the mayor appealed to the governor to call out the militia, and this was done towards the end of the day.

In the meantime Charles had taken refuge in a house on Saratoga Street, near Clio. There on the 27th he was located by the police. The vicinity was patrolled, and the armed citizens, the militia, and the police conjointly undertook to drive the defiant black from his refuge. Two policemen and two citizens were killed in the attempt. Another citizen was mortally wounded. Finally, the building, which had been riddled with shot without inflicting any injury upon Charles, was set on fire; and the desperado, driven from his refuge on an upper floor, was shot and killed as he was trying to effect his escape. This, properly speaking, closed the episode; but during the day the mob spirit broke out in various parts of the city, negroes were maltreated, and the negro school built by the colored philanthropist, Thomy Lafon, and bearing his name, was set on fire and burned. Three negroes were killed by the mob that day.

Mayor Capdevielle made energetic efforts both at the time, and after the disturbances were over—which was by nightfall, July 27—to cause the apprehension of the rioters. Early in August four or five whites were indicted for being concerned in the killing of negroes, one white man was indicted for shooting at a policeman, and three for inciting a riot. Some of these cases, especially the graver ones, failed; but the remainder were convicted and punishment was inflicted. The emergency police, after having rendered splendid service, was disbanded on July 28. The expenses connected with the formation of this force were heavy, and especially so, coming at a critical moment in the financial history of the city.⁷

The street car strike of 1901 was also a matter of great expense to the administration. It lasted fifteen days, during which time no cars were run for passenger service in the entire city, except that old-fashioned horse-car between Gretna and Algiers, on the opposite side of the river. The first hint of trouble between the car company and its employees came in October, 1900, when there was a strike on the New Orleans & Carrollton road. This, however, was adjusted within forty-eight hours. Subsequently, the company, which had recently acquired complete control of all the electric lines in the city, effected with the men an arrangement regarded as satisfactory on both sides. This was in April. Shortly thereafter the company introduced a new and larger type of car, which enabled

⁷ Picayune, July 26, 27, 28, 1900.

it to lay off certain employees, and also made changes in schedules which the men regarded as infractions of the April agreement.⁸ The company was also having trouble with its linemen, when, on September 24, 1901, the carmen, at a great meeting, formulated their demands and announced that, unless acceded to, a strike would follow. They wanted, among other things, an eight-hour working day, and 25 cents per hour. The company was given three days in which to consider the proposition. Its reply was made on the 26th and was a rejection of the demands, on the ground that the April agreement was still binding, and the men could make no demands justly until it expired, some months later on. The result was that at daybreak on September 27 every line in the city was tied up. About 2,000 men were affected. Thereafter for fifteen days the public either walked to and fro, or rode in improvised conveyances, wagons fitted with benches and automobiles being operated on regular schedules and doing a thriving business. The sympathy of the public was largely with the strikers. Many of the other trade organizations endorsed their movement. The linemen employed by the company also struck insofar as their work connected with the operation of the cars, but they remained at work in the lighting plant, which was also controlled by the company; and thus the city was supplied with light, although at one stage of the contest there seemed a strong probability that they would stop there also.

Mayor Capdevielle interested himself actively to adjust the dispute. Similar steps were taken by a committee of Canal Street merchants. The company offered to arbitrate on October 1, but the strikers insisted that the schedule outlined in the last demand should be instituted pending a decision by the arbitrators; with the result that the two parties remained as wide apart as ever. The merchants' committee worked out a scheme of compromise on the basis of a 10-hour workday and a minimum wage of 23 cents per hour, but this proved unacceptable. There was no violence till the first week in October closed. On the 8th the company attempted to run four cars on Canal Street, operated by strike-breakers imported from St. Louis, under police protection. But these were attacked at Galvez Street and put out of business. Several persons were injured, but none seriously. Three arrests were made. The mayor, apprehensive that the trouble might spread, and remembering the efficiency of the emergency police during the Charles riot, issued a call for a similar organization, but only a few citizens responded. He then asked the governor to order out the militia, but this extreme step was not taken till the following day. On that day a further attempt to operate passenger cars led to a hot fight at the corner of Dorgenois and Canal streets, in which pistols were freely used. Two policemen were wounded, and ten civilians, some of whom were strikers, and the remainder interested bystanders. A police patrol wagon hurrying to the scene was overturned, and the occupants, eight in number, all injured more or less severely.

On October 9 Governor Heard arrived in the city. Seven hundred militiamen were under arms in their armories. No cars ran that day except those carrying the United States mail; which were suffered to operate regularly during the whole progress of the strike, without interference except on September 29, and that not of a serious order. On the 10th the governor notified the strikers that they must accept a scale of 20 cents per hour and a 10-hour day, with a minimum of \$1.50 per diem;

⁸ Picayune, September 25, 1901.

but that the cars must be operated, and if need be all the resources of the state would be used to protect them. The strikers accepted these terms. W. S. Parkerson, who conducted the negotiations with the strikers, was given the credit for the adjustment which was affected during the course of the day; and night fell upon a city greatly relieved to find that it had again escaped a serious danger. The street car company on its side agreed to take back, without discrimination, such of the men as were needed to operate the cars on the new schedules.⁹

Mayor Capdevielle, proud of his French ancestry, improved every opportunity while at the head of the municipality, to cement the ties of friendship between the people of his city and those of France. He was particularly active in promoting the establishment in New Orleans of charities designed to benefit the French sailors, numbers of whom are constantly in the port, and to relieve the indigent among the permanent French population of the city. These labors were recognized by the French government in 1902, by the bestowal of the cross of the Legion of Honor, an official of the French embassy in Washington coming to the city expressly for the purpose of presenting the insignia. Later in the same year, the Swedish government conferred on the mayor the cross of commander of the Order of St. Olaf, in expression of its appreciation of the mayor's efforts on behalf of the sailor-subjects of the King of Sweden, who likewise were frequent visitors to the port.

The term for which Capdevielle had been elected should have expired on May 7, 1904, but the State Legislature, at its meeting in 1902, adopted extensive amendments to the city charter, by which the life of the administration was prolonged till December 5, 1904.¹⁰ These amendments did not materially alter the forms of the city government.

The city continued to be divided into seventeen wards and seven municipal districts, the boundaries of which are substantially the same as previously. It was provided, however, that the legislative power of the corporation should be vested in a council of twenty-one members, composed of one member from each of the wards, and four councilman elected at large in the First, Second, Third and Fourth Municipal districts. The increase in the council of four members was effected by assigning one new councilman to represent a ward in each of the Sixth and Seventh districts, and one new councilman at large each in the Second and Third districts. These new councilmen, it was stipulated, should not be elected till the election to be held in November, 1904; in the meantime, the incumbent councilmen, seventeen in number, should continue to hold office undisturbed. The provision of the charter regarding the salaries of councilmen was continued, and made contingent upon attendance at all meetings in the month for which the salary was paid, except in cases where an excuse for non-attendance had been presented to the council and accepted by it. Section 11 of the amending act made provision for a president of the council, to be elected by the council from among its own members, to serve through the life of the council, and to receive an annual salary of \$1,000. The president of the council was made ex-officio chairman of the finance committee. There was also to be a vice president

⁹ Picayune, September 28-30, August 1-12, 1901.

¹⁰ Act 216 of 1902.

of the council, to be ex-officio chairman of the budget and assessment committee, and who was to fill the place of president in case that official were incapacitated, until such time as a successor were elected by the council. The vice president, however, received no salary. The functions of the council were, in general, unchanged by the amendments. The executive department of the city was declared to consist of a mayor, a comptroller, a treasurer, a commissioner of public works, and commissioner of police and public buildings, and a city engineer. All of these officials were made elective, to serve four years. It was provided, however, that the incumbents should continue in office till November, when a general city election was to be held. The duties of these officials were not different from those prescribed by the charter, the provisions of which with regard to filling the mayor's office, in case of a vacancy, were retained in full. The principal feature of the new law was that it made all executive officers elective. Thus the mayor was relieved of the right to appoint the city engineer, and the commissioners of police and public buildings and of public works, which he had enjoyed under the charter of 1896.

As the time for the November election approached, the leaders of the "regular" democratic organization agreed upon Charles Janvier as a suitable candidate for mayor. In many respects this choice was a happy one. Janvier had been prevented by a family bereavement from participating prominently in the city campaign of 1900. But since then he had been interested in state politics, and was a member of the State Legislature, to which he had been elected from the Sixth Senatorial District. He had just brought to a successful conclusion the gubernatorial campaign, in which he had figured as Blanchard's manager. Blanchard was anxious to see Janvier named for the mayoralty. At that time the governor of the state was in a position to exercise almost dictatorial powers in regard to the city nominations. He possessed the right to name the tax assessors, of whom there were six, and other officials. By putting in these remunerative and much-sought-for offices the leaders of the various city wards, he was able to maintain a complete supervision of city politics. In fact, it was usually the case that the city ticket was made up to fit the wishes of the person who occupied the gubernatorial chair. The campaign of 1904 is one of the most important in the recent history of New Orleans, because this power of the governor was to be made unexpectedly the main issue. The result of the election, while a defeat for those who opposed Blanchard, led, nevertheless, to the enactment, a year or two later, of a body of laws stripping the governor of the appointive power in New Orleans, and thus liberated the city to a large extent of the control which the state administration had exercised over its government.

The fact that Blanchard favored Janvier for mayor, therefore, made his nomination by the convention practically a certainty; but Janvier was unwilling to make the sacrifice which the acceptance of the mayoralty has always involved where a business man has consented to accept it. It meant the withdrawal for four years from active business life, the surrender of important business connections and the resignation of valuable agencies, and the necessity at the end of four years of beginning life all over again. Only a man of independent means could therefore undertake the office. This, in fact, has been one of the principal reasons why New

Orleans has seldom had a business man of high standing in the community as its chief executive. Janvier's refusal of the nomination caused the leaders of the democracy to select one of their own number to head the ticket. The choice fell upon Martin Behrman.

Behrman was at that time looked on as one of the strongest men in the city. He was born in New York City, October 14, 1868, the son of Henry and Fredreca Behrman. The parents removed to New Orleans in the year 1865, and soon afterwards the father died. The mother survived till 1880. The death of both parents in his childhood thus threw the future mayor upon his own resources at a tender age. His educational advantages were consequently limited to a brief attendance at the public schools. Shortly after the death of his mother the boy secured employment in a retail grocery store, where by dint of character and ability he was successful. He later became connected with a wholesale house in the same line, and finally, at the age of 19, was made a traveling salesman. For two years he sold groceries on the road. His attractive personality had won him many influential friends, and when the position of deputy assessor of the fifth district of New Orleans was offered him, he accepted it. The zeal and ability with which he discharged the duties of this office, led to his promotion four years later to the assessorship of his district. Again his success was awarded by promotion. As president of the board of assessors he exhibited over a term of four years the same qualities which had distinguished him in minor positions. In 1892 he was appointed clerk to the city council. In April, 1904, Behrman was elected state auditor, which position he was holding at the time when he was nominated for the mayoralty of New Orleans. On being named for this position he resigned the state office. Most of his life had been spent in the Fifth District (Algiers); he was extremely popular there, and in selecting him to head the "regular" ticket the local democracy paid a compliment to a part of the city which had until then figured far from conspicuously in the councils of the party.

There was no talk of opposition to Behrman, and that he would be named in the convention, and then duly elected, seemed certain. But an unexpected issue was injected into the situation, and one of the bitterest fights in the history of recent municipal politics was precipitated over the nomination for district attorney. The program which the convention was expected to follow when it convened, in September, included the indorsement of Chandler C. Luzenberg for that position. Luzenberg was a well-known young New Orleans attorney, who had sacrificed a lucrative practice in order to take over the office of district attorney, at a critical moment, following the assassination of J. Ward Gurley, in July, 1903. Gurley, who had been made district attorney in 1900, was attacked in his office by a madman named Lyons and cruelly shot to death. This tragic event at a time when the office was handling several important trials, made it necessary to replace the murdered official with a man of conspicuous ability. Governor Heard had therefore tendered the post to Luzenberg, with the understanding that if in the sixteen months which remained of Gurley's term, he was successful, he would be nominated for the place in the elections of 1904. Agreeable to this understanding, the leaders of the city democracy notified Luzenberg, almost without exception, of their intention to support him before the convention.

Governor Blanchard, however, had another candidate. Porter Parker, a well-known New Orleans attorney, had been elected to the State Legislature from the upper end of the Sixth Senatorial District (11th ward), as a colleague of Janvier. The governor admired his abilities, and had endorsed his candidacy some time before, apparently unaware of the commitments which bound the city democracy to Luzenberg. On being informed that Luzenberg was to be nominated for district attorney, Blanchard resolved to use his immense appointive power to coerce the city leaders to do his will. He came to New Orleans, sent for all of the ward leaders who held state appointments, and bluntly gave them the option of supporting Parker or suffering the consequences. One of them, Robert Ewing, proprietor of the *Daily States*, who was then one of the state tax collectors, refused to do the governor's bidding. He was supported by John T. Michel, the Secretary of State, who was at that time the leader of the Thirteenth Ward; and by the city attorney, Samuel L. Gilmore, who was the leader of the Fourteenth Ward. Luzenberg, on learning how the situation was shaping itself, released from their promises all those who had pledged him their support; but when the convention met, Ewing made a strong fight on the floor against what he regarded as the unwarrantable interference of the state administration in purely local affairs. Michel and Gilmore also voted against Parker's nomination, but the other leaders capitulated, and his nomination was effected. There was never any question as to Parker's fitness for the position. Personally, he was acceptable to all the delegates, but the objection to his candidacy in the convention, and afterwards among the people at large, was merely incidental, the real opposition being to the governor.

The result of Parker's nomination was that there sprung into existence at once a party which took the name of "Home Rulers." At the head was W. S. Parkerson. With him were aligned a number of the leaders of the old citizens' league. They rapidly effected an organization in the city, called a convention, and put up the name of Charles F. Buck. At one point in the fight over Luzenberg Governor Blanchard, when the local leaders balked over submitting to his dictation, had used the words, "Well, what are you going to do about it?" These words were seized upon now by the home rulers, and became their war cry. There can be little doubt that the majority of the citizens were with the new party, but the time was too short for the home rulers to build up and consolidate their organization, and the "regulars," swallowing their indignation, set to work whole-heartedly to bring about the election of their candidates. Luzenberg would probably have been offered the home ruler nomination of district attorney, but having permitted his name to go before the "regular" convention, he felt, as a loyal party man, that he was precluded from accepting a nomination at the hands of the opposition; and as soon as he heard that the party was organizing, published in the papers a card announcing his adherence to the "organization." His name would undoubtedly have meant a great accession of strength to the home rule ticket. Another cause which weakened the party was the fact that many of those who would have voted for Buck were disenfranchised by failure to pay their poll tax. A poll tax law had been enacted two or three years before, under which no one was eligible to vote who had

not paid his tax for two years. This duty had been performed faithfully by the partisans of the "regular" nominees; it had been neglected by the "best" element in the community, which would naturally have rallied to Buck's support. This, in the judgment of keen observers, made the "regular" victory certain; and in fact, when the votes were counted, Buck had only 10,047 as against Behrman's 13,962.

A minor interest was supplied to the election by the fact that the republicans were led, as a result of the split in the democracy, to nominate a city ticket. Their candidate for the mayoralty was John F. Wogan, who received 496 votes. The socialists, too, figured in the election—for the first time in the history of the city. They named W. Covington Hall for mayor. Hall received but 179 votes.

CHAPTER XXXV

SIXTEEN YEARS OF MARTIN BEHRMAN

The Behrman administration, which began in 1904, was destined to last 16 years. The new mayor was inducted into office on December 5. The other city officers who were sworn in on that date were: C. R. Kennedy, comptroller; Otto F. Briede, treasurer; George S. Smith, commissioner of public works; Alex Pujol, commissioner of public buildings; Samuel L. Gilmore, city attorney; and William V. Seeber, city notary. The members of the new City Council were: J. A. Barrett, William A. Bisso, E. P. Brandao, J. L. Cahill, Augustus Craft, Charles Dickson, E. T. Dunn, R. S. Eddy, Jr., J. J. Frawley, S. T. Gately, R. J. Goebel, P. Graham, M. J. Hartson, C. J. Hauer, Adam Junker, T. J. Kelly, James McCracken, Charles O'Connor, W. D. Seymour and M. L. Villa.

On taking office Mayor Behrman addressed to the council a message in which he pointed out that that body, no less than himself, would be responsible for the success of the administration. He expressed his own determination to devote himself "with the entire strength of body and mind to a thorough and conscientious discharge of every obligation" incumbent upon him. "Moreover," he added, "I feel a confidence that persistent yet cautious effort along right lines of progress will yield fruits of advance in all the proper interests of the people and the approval of those who have honored me with this high trust." The necessity of keeping the city clean, of enforcing the laws, of maintaining order and the security of life and property, the need of a wise and vigilant sanitary organization, were the principal points stressed in the program of the administration. But attention was also directed to the need of additional funds for the police, the fire department, schools, etc. The general policy, it was announced, would be to abolish sinecures, and carry on the public business in a sound, businesslike manner.¹

In a general way, this policy was observed throughout the ensuing four years. The satisfaction with the administration was so great that at the end of that time, when Mayor Behrman presented himself as a candidate for renomination, he met with no opposition. In the interim there had been a change in the election laws. The long-honored custom of making the nominations by convention was abandoned. In its place was set up a primary election. In the main, the democrats renominated for the municipal offices the actual incumbents. The ticket was: Mayor, Martin Behrman; comptroller, C. R. Kennedy; treasurer, Otto F. Briede; commissioner of public works, George S. Smith; commissioner of police and public buildings, Alex Pujol; city engineer, W. J. Hardee; city attorney, Samuel L. Gilmore; city notary, Robert Legier. The nominees for the council were: W. E. Connolly, J. J. Frawley, S. T. Gately, Peter Graham, James Grant, Peter Greenan, A. A. Harmeyer, M. J. Hartson, J. B. Humphreys, T. J. Kelly, Thomas Killeen, James McCracken, A. J. O'Keefe, J. A. Robin, Charles O'Connor, J. N. Roussel, E. J. Ryan, W. J. Verlander, M. L. Villa, U. J. Virgin, and A. F. Wainwright. The only opposition to Behrman was furnished by W. G. Tebault, who ran as

¹ Picayune, December 6, 1904.

an independent candidate for mayor; and by John Porter, nominated for the same position by the socialist party. The election took place on November 3, 1908, and resulted in Behrman receiving 25,914 votes; Tebault, 79 votes; and Porter, 194. The remainder of the democratic ticket was elected by large majorities. The contest in the Fifteenth Ward was the one feature of the election which attracted attention. The contestants were A. T. Wainwright and John Scherer. Wainwright was elected by 554 votes. Otherwise, the election awakened very little interest, Behrman's election having been conceded by everybody weeks in advance.²

In 1912 the State Legislature devised a new charter for the City of New Orleans. This instrument effected revolutionary changes in the form of government. It introduced what is known as the "commission" form of government. For some years previously, interest in this radical departure from the traditional forms of municipal government had been growing throughout the country. The practical application of the new system had, however, been limited to cities of less than 300,000 inhabitants. New Orleans was the first city the population of which exceeded this total, to experiment with it. It was closely followed by Buffalo. In adapting the "commission" form to local needs New Orleans reverted more or less to the type of government which it enjoyed under the charter of 1870. It is interesting to note that, referring to the "administrative" system of 1870, the late Judge W. W. Howe, an acknowledged authority on such subjects, expressed the opinion that it had been a success. "The administrators, as a rule," he says, "were citizens prominent either in business or politics, and as such far more amenable to public opinion than the ordinary councilman of the average American City. Their methods were essentially business-like and their legislation, as a whole, was characterized by public spirit and progress."³ The same observations may be applied with propriety to the present system.

The new charter eliminated all distinctions between the legislative and administrative branches of the government. The city was to be governed by a mayor and four commission councilmen at large, who together would constitute the Commission Council. These officers should be elected by a preponderance of the votes cast, and hold office for four years. Each of the commissioners, including the mayor, were required to give a bond of \$50,000 for the faithful performance of his duties; the mayor's bond to be approved by the remainder of the Council, the bonds of the other members to be approved by the mayor. The mayor was charged with the general oversight of all departments, boards, and commissions of the city. He possessed none of the rights of assigning departments to his colleagues enjoyed by the mayors under the charter of 1870. The new charter provided that in the absence or disability of the mayor, the commissioner of public finance should be acting mayor of the city. The latter official was also made vice president of the Council. The salary of the mayor was fixed at \$10,000 per annum; of the commissioners at \$6,000 per annum.

The Council was invested with all the powers hitherto possessed by the City Council, and, in addition, all of those exercised by the comptroller, treasurer, commissioner of public works, commissioner of public buildings, and city engineer; "the intention being that the entire powers and

² Times-Democrat, November 4, 1908.

³ Municipal History of New Orleans, 19.

duties of the government of the City of New Orleans, as at present vested or as may hereafter be vested by the constitution and laws of the state in the municipal officers of said city, shall be concentrated in the said Commission Council." These powers were distributed among five departments—of public affairs; of public finances; of public safety; of public utilities, and of public property. At its first meeting the Commission Council was required to determine the powers and duties connected with each one of these departments. Vacancies might be filled by the Council by election for the unexpired term.

In general, the mandatory powers of the Commission Council coincided with those of the Council which it displaced. Nor were the discretionary powers of the Council essentially different. The distribution of these powers was, however, interesting. The charter provided that the mayor should be head of the department of public affairs. The other departments were to be filled at the first meeting of the Council, after taking office, when by majority vote, the various members were to be elected to the different commissionerships. Under the Department of Public Affairs were grouped matters connected with law, civil service, and publicity. Under the Department of Public Finance were placed the assessment of private property, the receipts and expenditures of public money, and the accounting therefor. The Department of Public Safety had jurisdiction over fire prevention, the police, health, and charities and relief. All public service corporations and franchises were subject to the control of the Department of Public Utilities. The Department of Public Property was concerned with streets and alleys, parks and playgrounds, public buildings, public baths, and, generally, all other public property with the exception of the Public Belt Railroad, which was left to the direction of its own commission. The Commission Council was authorized to appoint a city attorney, a city notary, the judges of the Recorder's Courts, the clerk of the Council, an auditor of public accounts, the chief engineer of the fire department, the superintendent of police, the superintendent of public health, the city engineer, and the city chemist.

The charter continued in existence the Board of Commissioners of the Fire Department and of the Police Department, the Board of Health, and the Civil Service Commission. The Police Board, however, was hereafter to be made up of the mayor, the commissioner of public safety, and one other commissioner elected by the Council. The same organization was provided for the Fire Department. The Board of Health was to consist of the mayor, the commissioner of public safety, and three other members at large to be chosen by the Commission Council, not necessarily from its own membership, one of the members to be a physician. The civil service commissioners were to comprise the mayor and two commissioners to be selected by the Council. Provision was made for three Recorders' Courts, the judges to be chosen by the Commission Council.

The principles of initiative and referendum were inserted in this charter. It was provided that any ordinance might be brought before the Council on petition signed by the qualified electors of the city, provided that it should have the signatures of a certain specified percentage of the voters qualified to participate in the last preceding election. If such ordinance was submitted, accompanied by the signatures properly sworn to, of 30 per cent of such voters, the Council had the option of passing the proposed ordinance, or of submitting it to the voters of the

city. If at such an election a majority of votes should be cast in favor of the proposed ordinance, it forthwith became a binding law, and was not subject to repeal except through the same process of election. Any number of such ordinances might be submitted at one election, but there could be only one such election in six months. No ordinance whatsoever, unless one of an urgent character, necessary to protect the peace and dignity of the city, might go into force except before ten days after its final passage, and if during that time a petition protesting against such law be presented signed by 30 per cent of the voters, then that law was automatically suspended, and it became the duty of the Council to reconsider the ordinance, and if it were not repealed, then it should be laid before the voters at a special election.

The provisions of the new charter with regard to the raising and expenditure of the city revenues, licenses, the preparation of budgets of receipts and expenditures, and the levying of assessments did not differ materially from the previous charter.

The charter was passed by the State Legislature in July, with the stipulation that it should not become effective until ratified by the voters of New Orleans; and an election for that purpose was called for August 28, 1912. A large majority was cast in favor of the new law. Incorporated in the new charter was a provision requiring that the nomination of candidates for the municipal offices which it created should be effected at a primary to be held in October. As that date approached interest in the composition of the "regular" ticket was very keen. The party leaders agreed to recommend to the voters Martin Behrman for the mayoralty, and the following commissioners: E. E. Lafaye, H. W. Newman, A. G. Ricks, and W. B. Thompson. Inasmuch as there had been a successful "reform" movement in state politics a few months before, resulting in the election of Governor Hall, the time seemed ripe for a similar movement in New Orleans. Immediately following the announcement of the "regular" candidates a new party, which called itself the "Good Government League," sprang into existence. It was headed by J. F. Coleman, Donaldson Caffery, Jr., F. S. Weis, I. N. Judge, D. W. Pipes, Jr., Esmond Phelps, G. M. Leahy, Louis Pfister, W. A. Dixon, Charles Fletcher, S. S. Labouisse, and Oscar Schumert. The candidates of the good government party were: Mayor, Charles F. Claiborne; commissioners—G. M. Leahy, Andrew J. McShane, Louis Pfister and Oscar Schumert. The campaign was very short—only ten or twelve days; the "reform" movement was insufficiently organized, and at the ensuing election it was defeated by a large majority. Behrman received 23,371 votes, as against Claiborne's 13,917. Among the commissioners Lafaye received 22,657; Newman, 21,432; Ricks, 22,030, and the others less; the largest vote among the reform candidates being cast for McShane, who received 13,224.

The first commission administration gave the city four years of government so satisfactory to the people that, at its close, there was virtually no opposition to the re-election of Behrman. The socialists put up a ticket, but it received only about 700 votes. The democratic candidates were: Mayor, Behrman; commissioners—Newman, Ricks, Glenny, and Lafaye. The socialist ticket was: Mayor, Weller; commissioners—Elder, Faust, Meldrum, Wainwright. The democratic ticket received 27,466 votes. During the ensuing four years there were several changes among the commissioners. The resignation of Newman in July, 1917,

led to the appointment of Sam Stone, Jr., to the Commission Council. The departments were distributed as follows: Ricks, commissioner of public finance; Lafaye, commissioner of public property; Glenny, commissioner of public utilities; Stone, commissioner of public safety. The resignation of Lafaye in January, 1919, resulted in the election of R. J. Monroe as commission councilman. Stone was assigned to the department of public property to succeed Lafaye and Monroe to the department of public safety. Ricks was a native of Germany, but came to America in 1851, at the age of nine. He was educated in the public schools in New



MAYOR MARTIN BEHRMAN

Orleans and in Paris, Texas, where he made his home for some years. He served with credit in the Confederate Cavalry during the Civil war, and subsequently, entered the leather business, in which he acquired a competence, and in 1901 became president of the Metropolitan Bank. Lafaye was a native of New Orleans. He was born in 1880, and had made his way by dint of personal merit and hard work to a prominent position in mercantile life, in the grocery business. As a public official he was particularly interested in the matter of paving, and his efficient and economical management of the municipal repair plant reduced the cost of repairs to the streets to about one-third of the price which they had hitherto involved. Glenny was a prominent cotton merchant, and had twice served

as president of the Cotton Exchange. As commissioner of public utilities one of his first acts was to bring about an investigation of the service of the New Orleans Railway & Light Company by an expert on transportation affairs from St. Louis, which was the occasion of great betterments in the equipment of the street car lines and in the matter of the conservation of its operating facilities. Stone was a well-known architect and engineer. His election as commissioner of public safety was the first public position he had ever held. Newman was a prominent broker. He was interested especially in the problem of traffic regulation, which, on account of the rapid growth of the city, now began to assume large proportions. An excellent system which he devised was introduced and continued satisfactorily for some time after he retired from office.

The campaign of 1920 was one of the most hotly contested of recent years. The election of John M. Parker to the governorship of the state on a "reform" ticket, led to a "reform" movement in New Orleans. The struggle for the democratic nomination lasted several months. Behrman was a candidate for renomination. The opposition took the name of Orleans Democratic Association, and supported the following ticket: Mayor, Andrew J. McShane; commissioners—R. M. Murphy, J. R. Norman, Wilbert Black, and Stanley Ray. The primary was held September 4, and resulted in favor of the Orleans Democratic Association candidates in all but one case. Norman was defeated and P. H. Maloney was elected to the commission council. Success in the primary was equivalent to election, since there was no opposition to the democratic ticket as chosen in September. The election was held in November, and the nominees of the party were duly declared elected.

The history of New Orleans during the eighteen years which have elapsed since 1904 and the present date, can here be only briefly written. It is a period of great expansion in every direction. Commerce has grown; the city's resources have increased; great enterprises for the general betterment have been either launched or carried to completion. The most important of these were the establishment of the port commission and the carrying out of a comprehensive scheme for the improvement of the harbor; the completion of the sewage, water and drainage systems; the work of the Board of Liquidation in putting the city finances upon a sound basis; the opening of the Public Belt Railroad, and the inauguration of the Industrial Canal. In subsequent chapters these important subjects will be treated in some detail. It is necessary here, however, to sketch some of the lesser, but still important matters which engaged the attention of the municipal government during this long and eventful period. The population in 1904 was approximately 300,000; today it probably is in excess of 400,000. The exports, which in 1904 amounted but to \$148,595,103, have increased to nearly \$600,000,000. The imports, which, at that period totaled \$34,036,516, are today in the neighborhood of \$300,000,000 in value. New Orleans is the chief cotton market in the world. Its wharves are lined with ships which bear a splendid commerce to every quarter of the globe. In the amount and value of its foreign trade it ranks second only to New York. After having triumphed over adversities which no other American city has been called on to bear, New Orleans has, within these seventeen years, been called upon to bear the test of success. The result has been a virtual transformation of the city.

In bringing about these results it is perhaps just to give a leading place to the related matters of city finance and paving. The relation of the Board of Liquidation to the former subject will, as already stated, be treated fully in a later chapter; but something must be said here of the readjustment of the city's finances by the refinancing of all outstanding short-term certificates and the retirement of the city's entire floating debt, in accordance with a plan evolved by Commissioner Lafaye, of the Department of Public Property. Commissioner Lafaye subsequently participated in the preparation of the legislation which was necessary to put the plan into operation. The necessity for some such arrangement was created by the fact that in New Orleans, in common with many other cities of the first class throughout the United States, the demand for public improvements of all kinds had imposed costs in excess of the revenues available for such purposes. The city charter and the state constitution both required the city to set aside out of its general revenues \$400,000 per annum for works of permanent public improvement. At the time these provisions were inserted in the law, this looked like a very large amount, but by 1906 it was clear that a far larger sum would be needed to comply with the legitimate demand of the people. In 1908, in order to meet the need for paving, new schools, engine houses, etc., the city administration appealed to the State Legislature for the privilege of anticipating during a period of ten years this reserve fund. This request was acceded to, and between 1908 and 1910 the local authorities were able to keep pace with the requirements of the situation. But by the latter part of 1910 there had already been expended out of the aggregate funds of the ten-year period, no less than \$3,439,000—almost the entire amount authorized. Moreover, in addition to this large expenditure, there had been accumulated petitions for paving, which, if granted, would involve the city in a further outlay of about \$2,000,000. There was no recourse except to carry the matter to the State Legislature again, and secure permission to anticipate the reserve for five additional years—or for a total period of fifteen years. The Legislature promptly passed the required legislation.

In this way the city gradually accumulated a debt of about \$6,000,000, which bore interest at five per cent. But the demand for improvements continued to increase. It was clear that some other method of meeting the situation had to be devised. An analysis of the expenditures already made revealed the interesting fact that 69 per cent of the money had gone for paving. The law divided the cost of street paving between the property owner and the municipality, in the proportion of 21 and 79 per cent, the city paying the larger amount. In comparison with the usage maintaining in other cities of the same rank, this appeared a disproportionately heavy burden for the municipality to carry. A revision of the paving laws was therefore procured. By this the distribution of paving costs was reversed. Thus the city was enabled to continue the work of paving the streets, but paid only about 20 per cent of the total cost, the remainder being contributed by the benefited property holder. Since the enactment of this law the expenditures on paving have been very large. In the period under consideration, the total outlay for this purpose was \$11,634,233.03. A total of 141.31 miles of street have been paved. In 1909 the total expenditures were over \$2,136,000; in

1910, \$1,171,810. From 1911 to 1914 the annual amount devoted to paving ran from \$230,000 to \$390,000; in 1914 the total jumped up to \$858,537, and in the following year to \$1,335,101. The outbreak of war with Germany led to a great reduction in these figures, but in 1920 the total was \$1,642,401.68. The largest number of miles paved in any one year was 28.88 in 1910; the next largest 17.67 in 1916. Since then the increase in the cost of materials and labor has restricted construction in many departments of city enterprise, nowhere more strikingly than in paving. The most notable feature of the work, however, is the fact that these expenditures were made without exceeding the revenues. The municipality has kept in view in all of these operations the possibility of creating a system of paved and connected boulevards and prominent thoroughfares. This has not been fully worked out yet, but some progress has been made towards its realization, and its achievement at no distant date will furnish the city with an admirable series of driveways and boulevards.

The financial operations involved in thus caring for the problem of paving without transgressing the revenue, was the initial step in a systematic refunding of the city's obligations. The second step in this direction was to fund the outstanding short-term certificates, which amounted to about \$6,000,000, and the floating debt of the city, which aggregated about \$2,000,000. The latter debt had risen from deficits in revenue as against expenses in both of these administrative organizations during the course of some ten or twelve years. The necessary economies were introduced; a reduction was effected in all public improvement programs except paving; and a plan involving the floating of \$9,000,000 in serial bonds was worked out in order to effect the funding of these debts. The bonds were authorized by the Legislature,⁴ and half the issue duly sold. The amendment to the state constitution under which this great financial operation was successfully carried out had the important function of investing New Orleans with complete control over its own financial affairs. Hitherto, any loan projected by the municipality went, in the last analysis, to the voters of the entire state for ratification or rejection. Obviously, such matters were of no concern to the vast majority of those who voted on them. The bond issue of 1916 was, in effect, the first installment in what is expected to be the fundamental bond issue of the city, into which will be converted all other bond issues, as fast as they mature. Ultimately, wherever new revenues are necessary, or where extensions of outstanding bond issues may be requisite, such will be obtained by bond issues under this plan. Whenever transactions of this order become desirable, the city has now, under the amendment to the state constitution adopted in 1916, a simple procedure at its disposal. All that is necessary is that the Council adopt the necessary ordinances and establish the city's ability to pay the interest on the proposed bonds, and to retire the issue serially. Then the Board of Liquidation of the city debt reviews the project, and, if it approves, the matter is then brought before the tax payers, who pass finally upon it by their votes. The value of this innovation in establishing the credit of the municipality, and in putting it in a position to meet the contingencies inseparable from its rapid development, can hardly be overestimated.

⁴ Act 32 of 1916. See also Act 4 of 1916.

In connection with the foregoing brief account of the financial policy of the city in the last eighteen years, it may be mentioned that in this period the total assessed valuation of property in New Orleans has risen from \$158,584,194 in 1904 to \$485,482,713 in 1920. The tax rate during the same time was 2.55 mills on the dollar. Down to and including the year 1917 the assessment for taxation was on the basis of a 100 per cent valuation of property. In 1918 and 1919 this rate was cut to 75 per cent, but in 1920 it was found necessary to raise it to 90 per cent. As the state valuation was in 1919 put at 100 per cent, the result was an apparent increase in the tax paid by property owners.⁵

The increase in the assessed value of the city has been due in large measure to the reclamation, improvement and beautification of the hitherto uninhabited swamp lands towards Lake Pontchartrain and to the industrial and commercial developments which have gone on during this time more rapidly, continuously and on a grander scale than has been the case at any previous period in the city's history. The increase in the city's revenue which has resulted has enabled the municipality to carry out in addition to the paving some important public improvements which should be mentioned here, including the Algiers viaduct, the City Hall Annex and two new markets. The Algiers viaduct, completed in 1907, was erected at a cost of \$87,770.79. The City Hall Annex was built in 1908 and cost \$278,358.37. The new markets were the Dryades, erected in 1912, at a cost of \$90,578.70, and the Jefferson, which was erected in 1918 and cost \$92,767.18. In addition to these structures, the French Market was screened and repaired in 1913 at an outlay of \$23,148.77; the LeBreton and St. Bernard markets were screened in 1914 at a cost of \$30,485.45; an addition to the St. Roch Market was put up in the same year costing \$15,003.35, and the Ninth Street Market was remodeled in 1914 at an expenditure of \$13,248.35. A hospital for mental diseases was erected in 1910 which represents an outlay of \$43,000. In 1916 the Isolation Hospital was completed at a total cost of \$61,407.49. In the latter year also the Parish Prison was remodeled, a very urgent work, on which the city expended \$32,792.99. The public bath erected at the corner of St. Mary and Roussau streets, in a crowded neighborhood, where the need of such conveniences is pressing, involved an outlay of \$10,149.

The number and variety of public works undertaken in New Orleans during the period under review has been paralleled by those promoted by private parties. The number of building permits has, of course, been cut down by the crisis in the building trades between 1916 and 1921. The value of the permits issued in 1904 was \$266,202; in 1905, \$5,100,419—a figure which was exceeded by nearly \$400,000 in the following year. Thereafter, for three years, the total stood at about \$4,000,000, falling to about \$3,500,000 in the following three years, and showing a slow but steady decline annually thereafter, except in 1916, when the total rose to \$3,066,731, and in 1917 when the figures were only about \$300,000 less than in the preceding year. In 1919, 983 permits were issued, representing a value of \$5,249,092. The rebuilding of the Cotton Exchange, the remodeling and enlarging of the former Hennen Build-

⁵ Ordinances Nos. 5249, 5424, 5739, Commission Council Series.

ing by its new owner, the Canal-Commercial Bank, and the erection of the first twenty-three-story office building in New Orleans by the Hibernia Bank, all in 1921, represent the revival of business activities following the close of the war. The total value of building permits issued in the first six months of 1920 was \$6,833,471—the largest total ever known in the history of the city.

The embellishment of the city has gone forward apace during the last eighteen years. One important factor in this work is the Parking Commission, which was created in 1909, to take charge of the principal streets, parks and playgrounds. Previously these places had been cared for, if at all, in a haphazard way, mainly through the efforts of private parties. In 1884, for example, the city government practically abandoned its duties of superintendence to commissions which were organized among the residents of many of the most attractive thoroughfares. The Parking Commission regained control over these streets and set to work to adorn them with trees and flowers. By 1913 some 23,840 trees had been set out, and on some of the chief avenues flower beds had been added to the other embellishments with very pleasing results. The commission has established a nursery for young trees on Gentilly Avenue, from which in a few years it will be able to draw liberally for the further adornment of the streets and parks. The growth of the commission's labors may be estimated from the fact that the amount appropriated for it in 1913 was \$5,000, where in 1919 it was \$33,000. The commission's income from other sources than the city appropriation in that year was \$4,365.80, and of the total about \$35,000 was expended. In 1920 the city's appropriation was further increased, this time to \$42,628.

Connected with the general matter of the beautification of the city is that of lighting. Through the exertions of Commissioner Lafaye the modernization of the system of street lighting along the principal avenues of the city was begun in 1915. This consists of single and double-light incandescent lamps, three or more to the block. Three hundred double-light ornamental lighting standards have been placed in the commercial district, and 1,500 single light standards elsewhere. The system extends to St. Charles Avenue, St. Charles Street, Napoleon Avenue, Carrollton Avenue, Canal Street, and is being erected along other thoroughfares, under an arrangement with the New Orleans Railways & Light Company, by which the equipment passes into the possession of the city at the expiration of a period of ten years. In 1910 an improved type of 5.5 ampere "acorn" arc lamp of superior luminosity was developed under the auspices of the city electrician's office, and this has been installed in many parts of the city and is being substituted for the older types elsewhere as rapidly as circumstances permit. On the whole, New Orleans is a well-lighted city, but the immense area which it covers, part of which is thinly settled, has made the installation of a lighting system in those more remote districts prohibitive in cost. Nevertheless, at the present time there are 5,626 arc lights in use, as compared with 2,626 in 1904.

The safety of the city, as provided for by the police and fire departments and by the City Board of Health, has been greatly improved in recent years. The fundamental organization of the police and fire depart-

ments has undergone no change since the beginning of the present century, but both organizations have been brought up to date in many respects. The total police force in 1904 was 347; in 1920 it was 366. The amount appropriated by the city government for the department has increased over \$252,000 as compared with 1904. A desirable change in the provisions for caring for the veterans of the service was made in 1904, under Act No. 32 passed by the State Legislature in that year, whereby policemen serving creditably for twenty years may be retired on half pay if incapacitated from further performance of duty or if they have attained the age of sixty years. Previously the retirement law permitted the retirement of policemen after twenty years of service without regard to age. The improvements in the fire department have been marked. In 1904 the water supply available for use in case of fire extended only to about 125 miles of streets. Approximately 1,700 hydrants with a pressure of about twenty pounds had been installed—generally inadequate in capacity. It was no uncommon thing to hear the distressing whistle of the engines sounding the signal indicating that the water supply had failed at the very height of a conflagration. By 1919, however, thanks to the development of the new water system, there were in use over 5,000 hydrants along 600 miles of streets, with an average of about sixty pounds pressure and abundant capacity. The result has been a great reduction in the loss by fire. The efficiency of the department is shown in the fact that most of the fire alarms turned in in the course of a year represent insignificant fire losses, the flames being extinguished before much damage could be accomplished. The department now includes 463 men. The equipment includes twenty-seven motor-drawn machines, including six pumping engines, two aerial hook-and-ladder trucks, four city service hook-and-ladder trucks, two chemical engines, two combination chemical and hose wagons, nine hose wagons and two water towers. In addition, there are twenty-five horse-drawn steam fire engines, five horse-drawn hook-and-ladder trucks and two chemical engines. The complete motorization of the department was effected in April, 1922, with the addition of twenty-two motor-propelled pumping engines each of 600 gallons capacity, and three motor-propelled hook-and-ladder trucks. These improvements entailed an outlay of \$201,180. Twenty-seven engine houses have been erected since 1904, at a cost of \$370,255.61.

The creation of the City Board of Health in 1898 separated the detail of local health administration from that of the state. Beginning about 1902, a vigorous and successful campaign, in which the state authorities co-operated, has been carried on, with the result that the city death rate has been steadily reduced. The building of the water, sewerage and drainage systems has helped materially to this result, but better housing conditions, though probably the most immediate, was not the only factor. The establishment of a modern municipal medical laboratory has greatly facilitated physicians in the prompt diagnosis of communicable disease. The enactment by the city of numerous ordinances relative to sanitation, and a long-continued and persistent fight for pure milk, led by the City Board of Health's attorney, W. L. Hughes, have also helped materially. The following table strikingly illustrates the benefits which have arisen from the work of the past twenty-two years:

DATE	DEATH RATES PER 1000			CORRESPONDING AVERAGE DURATION	DEATH RATES PER 1000 FROM	
	MAXIMUM	MINIMUM	AVERAGE	OF LIFE	MALARIA	TYPHOID
1810-1819...	55	30	42	24	...	...
1820-1829...	57	29	42	24	...	...
1830-1839...	180	25	59.7	17	...	...
1840-1849...	100	33	55.8	18	...	...
1850-1859...	112	38	60.7	16.5	...	...
1860-1869...	51	27	38.1	27	...	...
1870-1879...	48	24	31.8	31.5	...	...
1880-1889...	34	25	28.6	35	156	21
1890-1899...	31	23	27.2	36.7	104	39
1900-1909...	25.9*	20.8	22.6	44.2	26	38‡
1910-1919...	25.5†	18.1	20.6	48.5	7	21
1919 .....	...	...	18.8	43.2	4	13
1920 .....	...	...	17.75	56.3	1	7.5

* Figures given are for 1900.

† Includes deaths during 1918 grippe epidemic, except for which the death-rate would be 21.

‡ In 1900 drainage began to improve; in 1907 sewers operated; in 1909 water system inaugurated.

Until 1880 New Orleans had no sanitary improvements worthy of the name. Following the epidemic of yellow fever in 1879, Dr. Joseph Holt, then president of the Louisiana State Board of Health, instituted such quarantine and disinfection measures at the mouth of the Mississippi and elsewhere as did effectually protect the city from the invasion of epidemic disease over a long series of years. Prior to that date yellow fever had been a frequent visitor. No decade had shown an average white death rate of less than 32 per 1,000, while in certain years the rate had several times exceeded 50 per 1,000, and three times had risen to 100 per 1,000, and as a glance at the foregoing table will reveal, had once reached the probably unparalleled figure of 180 per 1,000. Therefore, the fact that between 1880 and 1899 the death rate was between 34 and 24 per 1,000, with an average of 28 per 1,000, bears testimony to the efficiency of Doctor Holt's sanitary system; but as at the same time the average American city showed a death rate of about 18 per 1,000, there was clearly room for improvement. In other words, at a time when the indicated average duration of life in other American cities was over 55 years, in New Orleans it was under 36 years. In 1901, one year after the new drainage system went into effect, the death rate fell below 24 per 1,000. Until 1900 the highest indicated average duration of life in New Orleans was less than 37 years; at the end of 1920 it is over 56 years. Since in 1921 New Orleans has an estimated population of 400,000, the decrease in the death rate from 27 to 18 per 1,000 corresponds to the annual saving of 3,600 lives, and personal and economic gain so great that it would be cheaply purchased at any outlay, however great. Two gratifying results indicated in the city death rate during the last sixteen years are the lowered death rate from communicable diseases and the increase of deaths due to old age. The chance of living beyond 70 years in New Orleans has increased from 12 per cent in 1904 to 14 per cent in 1919. In this connection mention should be made of the efforts

of the authorities to legislate for the purity, cleanliness and wholesomeness of the food supply in general. The prompt and efficient co-operation of the medical profession, the medical department of the School Board, the United States Public Health Service and the growing tendency of the public to observe the rules of health and sanitation devised for its benefit, give promise of still better things in the immediate future.⁶

The importance of all these measures for the protection of the public health was emphasized in 1905 by an outbreak of yellow fever, and in 1914 by the appearance in the city of bubonic plague. The former was extinguished by the medical officers of the United States, working in conjunction with those of the state and city. Their success demonstrated the possibility of eradicating yellow fever wherever proper precautions are taken against the propagation of the inoculated mosquito. The city cisterns were screened and oiled, and thereafter an annual inspection was made to see that both of these methods of prevention were observed, down to 1918, when the cisterns were ordered removed. The matter of the plague still more triumphantly vindicated the theories and practices of the national, state and local medical officials. As early as 1912 the presence of plague-infected rats in the wharves along the river front had been discovered by the Board of Health. Late in June, 1914 a human case of plague developed. Recognizing the importance of perfect frankness in this matter, the city health authorities made no attempt to conceal the fact, but invoked the assistance of the United States Public Health Service in the task of eradicating the infection. Rat-proofing of homes and other buildings was begun, and a rat-proofing system of the wharves was devised. During 1914 thirty cases of plague were reported; in 1915 but one case developed, and thereafter the disease disappeared. It is estimated that the rat-proofing of the city, which was accomplished after several years' effort, involved the expenditure of \$11,262,000. The policy of publicity adopted by the city in connection with the plague situation gained the confidence of the adjoining states, and in spite of the gravity of the situation there was no disturbance of the commercial relations between them and the City of New Orleans.

Although the expenditures in New Orleans on behalf of public education fall short of the need, the development in this regard during the last seventeen years has been important. In 1904 the amount expended on the public schools was about \$500,000. Approximately \$2,000,000 was the amount budgeted in 1920. In addition, the sum of nearly \$500,000 was required to repair damaged school buildings after the hurricane of 1915. Three large modern high schools—two for girls and one for boys—have been built in this period, the two former in 1911 and the latter in 1913. The Sophie B. Wright High School represents an investment by the city of \$195,770; the Esplanade Avenue High School of \$188,037, and the Warren Easton High School for Boys of \$311,579. Sixteen other school buildings, ranging in cost from \$11,000 to \$80,000, have been erected, and six "annexes" have been built, respectively at the Thomy Lafon, McDonogh No. 2, McDonogh No. 3, W. C. Flower, McDonogh No. 15 and B. M. Palmer schools. Some of these buildings, notably the Beauregard, Live Oak, Lusher, Gentilly Terrace, Lake View,

⁶ The figures and table in the foregoing paragraph have been furnished by Geo. T. Earl, superintendent of the Sewage, Water and Drainage Board.

Adolph Meyer and McDonogh No. 14 are modern structures, comparing favorably with similar institutions elsewhere. In addition, two school gymnasiums, the Behrman and the Wiltz, and the Nicholls Vocational School have been added to the public school system, the latter of special interest, providing, as it does, training for girls wishing to enter a trade. Moreover, instruction in manual training, domestic art and domestic science has been introduced. A department of school hygiene, which occupies itself with the detection and alleviation of physical defects among the school children; a department of physical training, and special departments for the education of the blind, deaf and dumb, have been added to the school system. A compulsory school attendance law was passed some years ago, and an attendance department was established. As a result, the total enrollment in the city schools has increased from 31,720 in 1904 to 51,000 in 1920. Finally, where in 1904 there was in existence one night school with an enrollment of 108, operated at a cost of \$2,250, there are at the present time twelve night schools supported by annual appropriations aggregating \$30,283.

In addition to the schools erected by the city, mention should be made of those which owe their existence to the generosity of private parties. Among these may be mentioned the two Danneel schools, one for whites and one for colored, erected, respectively, in 1907 and 1914, at a cost of \$45,951 for the former and of \$25,494 for the latter. The McDonogh fund, established by the will of the eccentric philanthropist, John McDonogh, in 1850, which has been the agent of untold good to the city by affording the means for the construction of a large number of admirable schools, is under the administration of the McDonogh Commission, of which the mayor of the city is ex-officio chairman. At the present time it amounts to \$215,783. Since 1904 out of this fund means have been found to add five handsome school edifices to the educational plant of the city, including McDonogh Nos. 16, 26, 31, 32 and 33. Two of these buildings represent an expenditure of between \$50,000 and \$60,000; one of \$15,299, and the others of smaller sums. The Delgado trades school, erected in 1921, at a cost of \$700,000, should also be noticed.

Coincidental with this development of the facilities of public education, there has been improvement in the number of the teachers and the conditions of their service. In 1904 there were 73 schools and 831 teachers; today there are 88 schools and 1,300 teachers. The average of salaries have increased $166\frac{2}{3}$ per cent. The minimum salary paid in the elementary schools has risen from \$315 to \$800; the maximum from \$600 to \$1,300. The recent enactment of a law relative to the teachers' retirement pensions insures to those who dedicate their best years and ripest effort to the training of the city's youth an annuity when age or infirmity make retirement necessary. This law crowns the labors begun among the teachers themselves, largely through the efforts of Mrs. J. C. Reed, for many years principal of McDonogh No. 23, to establish a Teachers' Pension League.

It will be seen from the foregoing brief review that there has been actual progress in many lines in New Orleans in the last two decades. This progress, while real and considerable, is, however, comparatively small. This will be seen from the following table, which shows how New Orleans ranks in per capita receipts and expenditures as compared with other cities:

ITEM	RANK AMONG 69 CITIES OF NOT LESS THAN 100,000 POPULATION	RANK AMONG 11 SOUTHERN CITIES OF SAME CLAIM ⁷
Population	16	1
Expenses		
General government	24	1
Police department	56	9
Fire department	57	8
Health and sanitation	26	3
Highways	55	7
Education	69	9
Recreation	64	9
Other general department expenses	48	6
Public Service enterprises.....	11	2
Interest	10	2
Outlays for acquisition and improve- ment of property	15	3
Total governmental expenses.....	50	4
Revenue receipts	53	4

NOTE.—The eleven Southern cities are: New Orleans, Louisville, Atlanta, Birmingham, Richmond, Memphis, Dallas, San Antonio, Nashville, Houston, Fort Worth.

It will be seen that New Orleans, noteworthy as its progress has been in many respects, has been able to do proportionately little for the police and fire departments, still less for recreation, and less for education than any other American city with a population of more than 100,000. On the other hand, it is apparent that its proportional revenue is small. The problem here suggested is the most vital that faces the city at the present time. Upon its solution will hinge all its future development.

In connection with the recurrence of the yellow fever in 1905 mention should be made of the visit of President Roosevelt in October, the first of several paid by him to the city. On this occasion he came expressly because he felt that his presence would do good in the city menaced by an outbreak of disease. He was given a most enthusiastic welcome. Other presidential visits during the past eighteen years were those of W. H. Taft and of President-elect Harding in 1920.

The approaching completion of the Panama Canal gave rise, in 1907, to a movement to hold in New Orleans a world's exposition which would fittingly celebrate that episode, fraught with so much significance to the commercial future of the city. The movement was unsuccessful, the National Government committing itself eventually to an exposition at San Francisco. The suggestion insofar as New Orleans was concerned was made by T. P. Thompson, in connection with his work as a commissioner from Louisiana to the Jamestown Exposition. Mayor Behrman endorsed the idea, and on May 4, 1907, called a conference at the city hall, at which it was fully discussed. Four days later a committee was appointed to develop the project, with T. P. Thompson as chairman and M. B. Trezevant as secretary. Although Governor Sanders gave the plan his approval, the opening of the state gubernatorial campaign

⁷ The foregoing figures are supplied by the United States Bureau of the Census for the year ending June 30, 1918.

about this time made it seem wise to suspend the work, in order that the statewide exposition tax which it would be necessary to levy if the project were to be successfully carried out, might not become a campaign issue and run the risk of defeat. The election took place in November, and almost immediately thereafter occurred the financial disturbances which, continuing through the following year, brought about a period of business depression in New Orleans as elsewhere throughout the country. But in July, 1909, the exposition idea was revived; John Barrett of the Bureau of Latin American Republics in Washington, was induced to visit New Orleans and deliver an address on trade relations with Latin America, with gratifying results. In March, 1910, the city sent a delegation to Washington to lay the matter before President Taft, and in the following month a public meeting was held in New Orleans, at which plans were made to finance the preliminary work. On April 8 the World's Panama Exposition Company was formed, which secured promises of funds aggregating nearly \$8,000,000. But for the determination of the national government to support San Francisco as the site of the exposition the project would undoubtedly have been carried through to a brilliant success in New Orleans.⁸

The outbreak of the great war in Europe in 1914 effected unfavorably many important lines of effort in New Orleans, and when the United States became involved in the great conflict, practically everything not connected therewith was suffered to come to a standstill. During the war New Orleans contributed liberally both of labor and money. The city subscribed in the various "drives" which were inaugurated in 1917 and 1918 the enormous sum of \$103,303,184, as against a quota assigned to it of \$91,362,450. Of this total upwards of \$81,000,000 represented Liberty Bonds, \$8,000,000 war savings stamps and the remainder were subscriptions to the Red Cross, the Young Men's Christian Association, the Knights of Columbus and other similar war work associations. The conditions under which the army was recruited prevented the formation of distinctly local units, but the Washington Artillery, the Naval Battalion and the Second Louisiana Cavalry were composed very largely of New Orleans men, while in the First Louisiana Regiment of Infantry the city was well represented. The Washington Artillery, 1,400 strong, under Col. Allison Owen, was mustered in in 1917 and sailed for France in September. The Naval Battalion, under Commander Rowbotham, saw service in various places. The First Regiment, under Colonel Stubbs, 2,000 strong, saw service in France. The Second Cavalry was organized by Capt. Albert de St. Aubin. It was sent to St. Florient and individual members of the organization participated in the later battles of the war.

Around New Orleans were established several important camps. Early in the war the old City Park race track was turned into a camp where successive military organizations were quartered until sent forward to points of embarkation. At the Fair Grounds was established Camp Martin, a vocational school under the auspices of Tulane University, represented by its director of war work, A. B. Dinwiddie. This camp was in the latter part of the summer of 1918 removed to the campus of Tulane University, where upwards of 3,000 men were stationed at the time that the signing of the armistice put an end to all

⁸ See "The Logical Point" magazine, Vol. I, *passim*.

such enterprises. At Tulane University the war work was divided into four sections—the Federal School for Vocational Training, which was inaugurated in January, 1918; the Marine Engineering School, opened in July, 1917, and still in existence under Prof. J. M. Robert; the Vocational Training for Enlisted Men, which closed on December 21, 1918, and the Students' Army Training Corps, which came into existence on October 1, 1918, and ended on December 21, 1918. Similar work was done at Loyola University.

Throughout the city civil organizations of every kind, fraternal orders, the Masons, the Elks, and others too numerous to be enumerated here, initiated and carried through endless enterprises of a patriotic kind. The United Daughters of the Confederacy not only maintained beds in the great hospital at Neuilly, in Paris, but raised a large educational fund. The women of the city were largely enrolled under the Council of the National Defense, under the local direction of Mrs. W. A. Porteous. Their work was admirably organized. There were departments of registration, of existing social agencies, health and recreation, war saving stamps, Liberty Loan, education, publicity, women in industry, child welfare, etc. The food department collected 69,000 pledges in a campaign for conservation; the women in industry department, under Mrs. W. E. Garry, conducted an industrial survey and opened an employment agency which dealt with over 1,000 cases; the Child Welfare Department weighed and registered 31,963 children; the Department of Health and Recreation supervised the soldiers' dances and undertook other work for the comfort of the enlisted men stationed in or near the city; the Liberty Loan Department was instrumental in effecting the sale of \$7,000,000 worth of bonds; the War Savings Department promoted savings amounting to \$115,579, to which the Limit Clubs formed under its supervision added \$2,000,000 more; the Department of Education, among other things, trained sixty three-minute speakers for duty in the theaters of the city; the publicity department did admirable work in furthering tag days, drives and other forms of enterprise. The outbreak of influenza in October, 1918, which though of short duration was terribly fatal—at one time the deaths approaching 100 per day—was particularly distressing in the camps. Thanks to the efficient organization which had been built up among the women of the city, volunteers were quickly found to nurse the stricken soldiers. One of these nurses, Miss Belden, fell a victim to her generous and patriotic labors.*

Between 1918 and 1920 the traction question, which had long been a matter of anxiety to the city government, assumed an acute form. In order to give a clear idea of the reasons why this development came about, it would be necessary to go more fully into the history of the public service corporations of New Orleans than is here possible. It is necessary, however, to state that the various street car lines, which had hitherto operated as independent, competitive corporations, began to be merged about 1899 into one great system. This merger ultimately included the New Orleans & Carrollton line, chartered in 1833, the oldest company of its kind in the city and one of the oldest in the United States; the Canal & Claiborne line, chartered in 1867; the City Rail-

*Isoline Rodd Kendall, "Brief History of the Woman's Committee, Council of National Defense, New Orleans Division," pp. 53-57.

road, established in 1860; the Levee line, opened May 6, 1866; the St. Charles Street line, organized in 1866; the Orleans line, chartered in 1869, and the various extensions and connecting lines organized at more recent dates—thirty-four in all. The City Railroad Company, as the merging company was called, was chartered February 28, 1899, for ninety-nine years, with a capital of \$2,500,000 cumulative preferred stock and \$5,000,000 common stock. In 1901 the New Orleans Railway Company was organized and bought all the stock of the various companies operating at that time. A short time later this corporation went into the hands of a receiver. All of the stock held by this company was acquired in 1905 by the New Orleans Railway & Light Company, which has since operated these lines. To the holdings of this company have been added also the electric light and gas companies. A few years later the American Cities Company was organized, which controls today 85.79 per cent of the preferred stock and 94.54 per cent of the common stock of the New Orleans Railway & Light Company. In 1919 this company went into the hands of a receiver appointed by the United States Circuit Court.¹⁰

As a result of the conditions caused by the war the New Orleans Railway & Light Company borrowed a large sum, with the approval of the United States, and in order to guarantee the repayment thereof obtained from the city government permission to raise its fares from 5 cents to 6 cents. The receiver representing subsequently that this fare was insufficient to meet the requirements of the road for operating expenses, the city government, in 1920, gave permission by ordinance for a further increase of fare to 8 cents over a period of six months. This period came to an end in April, 1921, whereupon the receiver sued out an injunction in the United States courts prohibiting the city from interfering with the continued collection of the 8-cent fare. The adjustment of the relations between the municipality and the street railway company has not been fully worked out at the time these lines are written. It may be mentioned in this connection that the first transfer tickets were issued in 1898 by the St. Charles Street Car Company and that the system of transfers was made general on all lines during Mayor Behrman's first term through the efforts of that official.¹¹

¹⁰ Since the foregoing was written, further developments have caused the control of the company to return to local managers.

¹¹ Times-Picayune, March 20, 1921. Since the date given in the text, an agreement has been effected between the city and the company, by which the fares are set at 7 cents and substantial reductions made in the price of gas and electric lighting. See Daily States, April 5, 1922, Times-Picayune, April 8, 1922.

CHAPTER XXXVI

DRAINAGE, WATER, SEWERAGE

Within the past twenty years three essentials of municipal sanitation have been installed in New Orleans: an adequate system of drainage, an efficient sewage system, and a modern water supply. Almost from the day of the foundation of the city the need of these conveniences was felt, but their introduction was delayed by many conditions, of which the lack of means was only one, and probably not the most important. The drainage problem was the most urgent and difficult; with its solution the sewage and the water supply became possible.

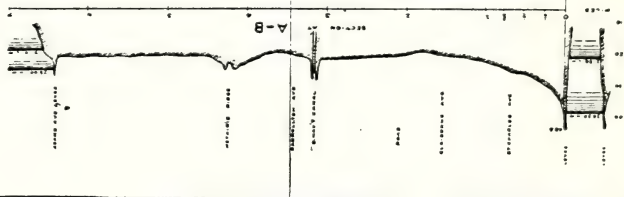
In any historical consideration of the subject, then, it is necessary to begin with the drainage. This matter was considered by Bienville and by his engineer, La Tour. The latter recommended that the site of the city be placed at Manchac, on account of the difficulty which he foresaw of keeping the capital of the Province of Louisiana free from inundation if located where Bienville, for a variety of reasons, finally established it. Bienville had to consider the relation of the proposed city to the defense of the mouth of the Mississippi, and to the means of access to the French settlements along the Mississippi sound; and these factors proved final in determining his choice.

As early as Perier's time the protection of the city from flood was attempted. A clever writer had compared New Orleans to a saucer floating in water: the city sits in a basin, the raised rim of which prevents the outside water from getting in, but also stops that which is within from getting out. The rim of the saucer is a system of levees, the inception of which is traced back to Perier's administration, when a levee was thrown up in front of the city to defend it from the river floods. No attempt was made to drain the city till the time of Vaudreuil, and then with very indifferent success. Carondelet went further. By opening the canal which still bears his name, in 1794, he drained the greater part of the then existing city. About 1836 the excavation of the New Basin Canal, and, shortly after, of the Melpomene Canal, helped relieve a similar situation in the upper or American part of the city. But these enterprises only attacked the problem piecemeal. The necessity of a comprehensive drainage system was apparent. In 1835 a "grand speculative company," as Condon calls it, under the name of the New Orleans Drainage Company, was formed to meet the demand. It proposed to drain and reclaim all the land "between the upper limits of the Faubourg Livaudais, the line of the New Canal, to Lake Pontchartrain, along the lake to Bayou Cochon, and in a straight line to the Fisherman's Canal, and thence to the Mississippi."¹ It was capitalized at \$1,000,000. Both the city and the state were large stockholders. Unfortunately, the company was an offspring of the speculative movement of the middle '30s, and collapsed with it. It does not seem ever to have progressed with its plan far enough to have formulated a scheme for the drainage work it was organized to undertake.

¹ Martin's "Louisiana," Condon's "Annals," 438.

PONTCHARTRAIN

LAKE



LEGEND

STRUCTURES COMPLETED TO DATE
 PROPOSED
 PUMPED STATIONS
 DRAINAGE CANALS



MAP OF
NEW ORLEANS
SHOWING
COMPLETED & PROPOSED
DRAINAGE CONSTRUCTION.

DATE: MAY 1913

DRAWING NO. 3002
SHEET NO. 548

The next attempt to solve the drainage problem was made in 1857. In the preceding year the State Legislature appropriated \$5,000 to pay the expenses of two engineers who were to make a survey of the swamps in the rear of the city, with a view of drawing up a plan for their drainage and reclamation. The then city surveyor, Louis Pilié, denounced this work as a mere waste of public funds. He himself appeared before the city council in 1857 with a plan looking to drainage. This, however, contemplated the drainage only of the section of the city lying in the rear of Claiborne Avenue. He advised the construction of open canals for drainage and of levees to protect the city from inundation from the lake. He did not state clearly what disposition of the drainage was to be made, but it is supposed that he expected to deliver it into Lake Pontchartrain. As his report was not accompanied by maps, the proposed location of the pumping machinery necessary to lift the drainage water is not clear, but probably it would have been placed along the lake shore. "When the drainage of our swamps shall be perfected," he said, in commenting upon the importance of drainage to New Orleans, "our city will be among the healthiest in the world. The growth and population * * * will rapidly appear, our commerce will be largely benefited, our population, far from seeking a residence during the summer and sickly months, will remain in the city and erect delightful residences along the lake shore, and upon the new swamp lands of our city, and thus a large amount of property at present valueless will amount to millions and swell our assessment rolls."²

It is not clear how far the Pilié project affected the action of the State Legislature in 1858, when by the passage of Act 165 it for the first time took definite steps towards the solution of the drainage problem in New Orleans. But it seems reasonable to say that the relation was very close. The act in question divided New Orleans into three drainage districts and authorized the appointment of a drainage commission in each. It also provided a mode of assessment in each district in order to raise the funds necessary to carry out a drainage plan. The boards were empowered to levy an assessment upon the superficial feet of the area to be drained, and were directed to expend the money upon the construction of canals, levees, machinery, etc., substantially in conformity to the Pilié plan. In the following year another act³ was passed amending the anterior legislation in order to give the boards authority to issue thirty-year bonds, to the amount of \$350,000 in each district. Under these acts boards were appointed by the city council. They organized and determined upon a plan of procedure. They had the technical advice of Gen. (then Maj.) P. G. T. Beauregard. Beauregard proposed to effect the drainage of each of the four districts separately. The First District comprised the area between the Old and the New Basins towards the rear of the city, with Julia Street as the boundary on the upper side, and St. Peter as the boundary on the lower side. The Second District was above Julia Street and extended as far as Carrollton. The Third District included all the lower part of the city below St. Peter Street.⁴ Work was not largely undertaken in any of these districts, owing to the

² Report on the Drainage of the City of New Orleans by the Advisory Board, 1895, p. 47.

³ Act 179 of 1859; Act 57 of 1861.

⁴ Ibid, 48. The statement that Act 165 of 1858 divided the city into four drainage districts is erroneous.

outbreak of the Civil war. In the Second District more was accomplished, however, than in both of the others combined. By 1871, in the First District, which included the commercial center of the city, something had been done towards securing drainage from the river back to Claiborne Avenue. Thence to Metairie Ridge the drainage was less efficient. Back of the Metairie Ridge towards Lake Pontchartrain nothing had actually been done. After the Civil war, when the drainage boards were reconstituted and set about resuming their labors, this then remote part of the First Drainage District was made the scene of a careful inspection by N. E. Bayley, president of the board, and J. D. Hill, one of the commissioners, and they found that a large part of their work had to be done in a boat.⁵ However, before the boards as thus reorganized were able to accomplish much the State Legislature began to interfere by passing acts designed to transfer the drainage assessment funds to the hands of private corporations. It was claimed that private parties would be in a position to carry out the drainage work more successfully and on a larger scale; as a matter of fact, the assault on the drainage boards was only a part of the general exploitation of the public funds which prevailed during the Reconstruction epoch. To the three drainage boards, however, the city owes the excavation of its first drainage canals and the erection of its first pumping plant.

In this connection we must note the drainage plan of L. Surgi, city surveyor, which was presented to the council in 1868, and has some historical interest. Surgi, in effect, advised the improvement and extension of the work already done by the drainage boards. He advocated the construction of additional open canals, and the use of improved machinery. His report, however, included no data on the amount of water which it would probably be necessary to handle. He referred to Bayou Bienvenu as "one of the main natural drains of the city, especially of the lower section, from Esplanade down." From this it seems clear that he contemplated delivering the drainage water ultimately into Lake Borgne. This is the scheme now followed. This appears to be the first time that this route was suggested. In accordance with Surgi's suggestions, the city council in 1869 appointed a board to work out a plan for the complete drainage of the city.⁶ This board was composed of Gen. Braxton Bragg, A. G. Blanchard, R. J. Evans, John Roy, H. C. Brown, G. W. R. Bayley, L. Surgi and J. A. D'Hemecourt. This commission, after organizing, recommended as a measure of immediate relief that the Surgi plan be immediately inaugurated. As the ultimate drainage plan it recommended the construction of underground canals discharging into the Mississippi. The report of this body was prepared without any accurate knowledge of the topography of the city or of the volume of water to be handled. As a matter of fact, engineers today have, after exhaustive study, determined that, while not impossible, it would be impracticable to collect the drainage water in a system of sewers of the type proposed by the Bragg board and deliver it into the river.⁷ For this reason the project must necessarily have failed; but it never reached the point of actual application, for in 1871 the State Legislature put the entire matter of the city drainage in the hands of a

⁵ Statement of J. D. Hill to author.

⁶ Ordinance No. 1148, N. S.

⁷ Report on the Drainage of the City of New Orleans, 1895, p. 48.

corporation known as the Mississippi and Mexican Gulf Ship Canal Company, where it became involved in the politics of the period and the whole matter of the city drainage was held up for many years.⁸

The Mexican Gulf Company, or Ship Canal Company, as it was usually referred to, was originally formed to excavate a ship canal through St. Bernard Parish to connect the city with the Gulf of Mexico. After expending \$480,000 on this useless enterprise the work was abandoned. The effect of Act 30 of 1871 was to abolish the three drainage boards and put the drainage of the city under the control of this company, which, through its president, made an effort to get possession of the books and papers of the dispossessed commissioners. The act subrogated the city council in all the rights and privileges of the old boards and authorized it to collect the old drainage claims and levy an assessment of two mills on every superficial foot of drainable area in the Second and Third Drainage districts and of three and one-third mills per foot in the First District. These taxes were made collectable on lands where such had not been the case under the previous acts. All the revenues thus obtained were to be put at the disposal of the company. The company paid more attention to the collection of these revenues than to the execution of the drainage work, although something, too, was done along that line. Its officers endeavored to obtain judgments against individuals and were aided in this endeavor by the heavy liens which the law created on drainable property. They tried to enforce the collections through the notaries and sheriffs, holding them accountable for any deficiencies in the tax which they insisted should be paid over to them out of the general funds of the city. In effect, the city was co-operating with the company. These financial arrangements were continued until they became a matter of public scandal, inasmuch as such drainage work as was being done afforded no commensurate benefit.

The matter was finally brought to a head when a suit was instituted against John Davidson for the drainage tax alleged to be due on a piece of property which he had acquired in 1859 from the cities of New Orleans and Baltimore, and which comprised the area surrounding the City Park on the north, east and west sides. The company sought to obtain a judgment personal against Davidson, regardless of the value of the real estate on which the tax was laid. The case was appealed to the Supreme Court of the state, and then on a writ of error to the United States Supreme Court. There it was permitted to lie dormant for years. It was evident that the drainage tax collector had no wish to press the matter to a decision, for fear that the judgment in his favor rendered by the State Supreme Court would be set aside by the higher tribunal. In the meanwhile, of course, the collection of the drainage tax was systematically enforced.

Finally, the Davidson case was brought to trial in Washington. This was in the late '70s. The Supreme Court held that the issue was purely a state affair, declined to review the judgment and sent the case back to the State Supreme Court. Thereupon the executors of Davidson, who had died in 1872, instituted a suit to annul the judgment on the grounds that no work had been undertaken to effect drainage in the area where the property in question was situated, and that the effect of the tax,

⁸ Act 30 of 1871.

when collected, was solely to benefit the stockholders in the Mexican Gulf Company. In due time this suit reached the State Supreme Court. The membership of this tribunal had greatly altered in the interim. Chief Justice Bermudez, who was now at its head, handed down a decision which had the effect of putting an end to the collection of the tax. The result was that the enforcement of the law on the subject through the notaries ceased. The City of New Orleans, however, continued to be a victim of the company, and was obliged, under the act of the State Legislature, to pay a large sum for work which was never performed.⁹

The financial operations of the Mexican Gulf Company were quite apart from its engineering projects. The latter were carried on steadily until 1876, in accordance with a plan prepared by the city surveyor, W. H. Bell. Bell's plan was the first one contemplating the drainage of the city from a practical point of view which was put in operation and which met with some measure of success. No complete description of his plan is available, but it is evident that he proposed to deliver the drainage water into Lake Pontchartrain. He contemplated the construction of a substantial breakwater and levee along the shore of the lake from the upper Protection Levee to the People's Avenue Canal, and along this revetment the construction of the pumping stations necessary to lift the water up for delivery. The pumping stations were requisite to create the necessary slope to insure the flow of the drainage water through the canals which he proposed to excavate. The foul drainage of the city was to be delivered into Lake Borgne. Bell did not intend to depend upon a single line of drainage machines located along the lake and at the head of Bayou Bienvenu. He recommended that in locating them they be placed with a view to the ultimate division of the city into urban and suburban drainage districts, the former to be drained through large sewers, or cast iron pipes, into Bayou Bienvenu, and the latter into Lake Pontchartrain. The first step, in his opinion, towards drainage was to prevent the city from being overflowed either from the river or from the lake. The location of the pumping machinery was a matter secondary to this fundamental consideration.¹⁰ The principal feature of the Bell system was a canal 65 feet wide and 15 feet deep.¹¹ Under this plan about thirty-six miles of canals were actually dug, widened or deepened. The upper Protection Levee and a canal about five miles long were completed. On the lake front, however, only about one-half mile of levee was built. About five miles of the lower Protection Levee were erected. Thirteen miles of canals were dug from 50 to 60 feet wide and 15 feet deep. These included the Upperline Canal from the lake to Metairie Ridge, the Orleans Canal from the lake to the Bienville drainage machine at Hagan Avenue and Bayou St. John; the London Avenue Canal, from the lake to the London Avenue drainage machine, and the People's Avenue Canal from the lake to Florida Walk.¹² Charles Louque, who was a member of the city council in 1892, and was chairman of a committee which investigated the subject, in a report which he published at that time, says that the Bell plan could have been carried out with satisfactory results within two years, but a change in the city government put an end to the project after about \$2,500,000 had

⁹ Statement of J. D. Hill to author.

¹⁰ See letter from A. C. Bell in *Times-Democrat*, December 31, 1894.

¹¹ Picayune, April 8, 1881.

¹² Charles Louque, in *Picayune*, January 28, 1895.

been spent, and thereafter seven dredge boats which were then at work were allowed to rust and sink in the various drainage canals, which they long continued to obstruct.

The Mexican Gulf Company became involved about the year 1874 and transferred its contract to a man named Van Nordon. It had borrowed extensively from Van Nordon, and now finding itself without the means to pay those debts, assigned the contract and all of its apparatus to him. He carried on the work for two years, when by another act of the Legislature¹³ the city was authorized to purchase the rights, appurtenances, etc., of the company. An ordinance was passed shortly after by the city council directing that negotiations be opened to this end.¹⁴ In June of that year the purchase was effected, whereupon the city instituted the office of drainage tax collector, and J. B. Guthrie was appointed to it.¹⁵ The city paid \$300,000 for the contract, besides \$20,000 in warrants to compromise a claim which the company held against the municipality for assessments levied on the parks. While the company was handling the work it was paid in the city's warrants as the work progressed at the rate of 50 cents per cubic yard for all levees erected and all canals excavated. It was generally supposed that Van Nordon made money out of his contract, but as a matter of fact he left New Orleans a poor man. It seems that the warrants which he received from the city were pledged at the banks for money to carry on the work as fast as they came in. In 1881 there were \$683,000 of these warrants outstanding, held by Crossley & Sons, an English firm, which the city was compelled to redeem at par, with interest, a feat which was made possible by the collections made through Guthrie's office. The collection of these taxes was, as we have seen, terminated in 1881, as a result of the litigation brought to a close in that year. The final judgment in the courts held that Act 30 of 1871 was unconstitutional, because its provisions were not described in the title and in it were incorporated matters not relating to drainage. This had the effect of making illegal the warrants issued to the Mexican Gulf Company.

From this time on till the establishment of the Sewage and Drainage Board no progress was made towards a solution of the great problem of the drainage of the city. We may note, however, the project formulated by Joseph Jouet in 1880. Jouet, in a communication to the mayor and the council, proposed a system of sewage as well as drainage. It is not clear from his publications how the sewage was to be disposed of, but apparently it was to be discharged into the drainage canals and both sewage and drainage water were to be handled together. There was to be a system of protection levees all around the city. Three hundred feet from the shore of Lake Pontchartrain he proposed to excavate a canal. A large central canal extending the length of the city from the Upper Protection Levee to Bayou Bienvenu was to serve as the "main tail race to receive all rain water within the levees, increasing in depth and width to People's Avenue; to be six miles long, with locks at both ends." The upper lock opened into Lake Pontchartrain and was to be used to admit clear water from the lake, while the lower lock was to

¹³ Act 16 of 1876.

¹⁴ Ordinance No. 3448, passed April 5, 1876.

¹⁵ See Ordinance 3539 of May 29, 1876, which directs the purchase and transfer before G. LeGardeur, N. P. The act of transfer was executed June 7, 1876. See the Picayune, April 8, 1881, where these details are set forth.

regulate the outfall into Lake Borgne. It is not clear whether the canal as Jouet sketched it was to be excavated all the way to Lake Borgne, or whether he expected to canalize Bayou Bienvenu; but he speaks of a lock at the far end, where his system terminated at Lake Borgne. He also provided for two drainage machines with a wheel system, having a capacity of 6,000,000 gallons per hour.¹⁶ Jouet estimated that his system would cost \$2,500,000 to install and could thereafter be maintained at an annual expenditure of \$15,000.

In 1881 another somewhat similar enterprise was launched. In April of that year the New Orleans Drainage & Sewage Company was organized with J. H. Oglesby as president and W. W. Howe as secretary. This corporation negotiated with the city a contract to perform both of these necessary works. An ordinance approving the proposed arrangement was passed by the council on April 14. While this measure was being considered by the mayor, a strong public sentiment developed against any system which contemplated the underground disposal of the sewage as the company proposed. A petition was sent to the mayor asking him to veto the ordinance because sewer gas would be produced in the mains which would affect injuriously the health of the community. The soil, argued the petitioners, was of a character to make it impossible to lay the pipes satisfactorily; grease would collect and choke the mains. The mayor, however, signed the ordinance on April 19, stating that in his opinion the proposed works were needed, and as the city was not financially able to undertake them itself, it was necessary to entrust them to private enterprise. The contract with the New Orleans Drainage & Sewage Company called for the construction of what was somewhat vaguely denominated "the system introduced in Memphis, Tennessee," in the preceding year. This, it was understood, had been devised by George E. Waring, who was also to supervise the work in New Orleans. What was projected may be inferred from a passage in the contract as reproduced in one of the city newspapers, in which the plan was described as: "To lay drains and sewers not less than four feet deep, house connections not less than two feet deep, watertight for sewage, but not so for drainage, which is intended to pass off as before in gutters and canals, * * * porous under-soil pipes to subsurface drainage; sewage to terminate at a point to be agreed upon in a receptacle or receptacles, so as to give same facilities as if they discharged into a natural low outlet, to be pumped into the river. The subsoil water to be pumped into canals at the option of the company. All city buildings to discharge sewage without charge."¹⁷ It was the intention that operations should begin in the area bounded by Louisiana Avenue, Enghien Street, Rampart, Carondelet and the river. One-fifth of the work was to be completed each year until the whole was finished, and then the system was to be extended at the same rate to the other parts of the city. The city bound itself not to adopt any other project for twenty-five years, but after twenty years it was to enjoy the right of purchase. As in the case of the Jouet plan, nothing was ever done with this ambitious project.

In 1889 a plan for the drainage was presented to the city council by J. L. Gubernator, which, with some modifications, was later sub-

¹⁶ Times-Democrat, July 18, 1880.

¹⁷ Picayune, April 14, 1881.

mitted to the Advisory Board appointed in 1893. The general features of his plan was the delivery of the drainage water to Lake Pontchartrain, the improvement of the existing canals, the construction of additional open canals, and the placing of a large number of drainage machines. Similar features marked the plan of S. D. Peters, presented about the same time. He proposed to deliver the water into Lake Borgne through a large main central canal. The drainage received from the different areas of the city was to be pumped into this canal and the canal itself relieved by a pump at its lower end.¹⁸

In 1890 the Orleans Levee Board, which, on account of the intimate relation between the problem of drainage and of levee construction, had an interest in the matter, offered a prize of \$2,500 for the best plan for the drainage of the city. The only data which it could furnish was a general map of the city. No exact knowledge of its topography, areas, hydrography or other data essential to the formulation of a scientific plan were available. Several plans were submitted, but none of them were of any value, for the reason that they were prepared without any real appreciation of the factors which determined the nature of the problem. The need of such data was, however, fully appreciated. As early as 1888 the State Legislature had been asked to pass an act making the appropriations necessary to pay for the collection of scientific information on these points, but it failed to do so. An effort to raise funds for this purpose by private subscription also failed. It was not till September, 1892, that the first step was taken to this end, so necessary as a preliminary to the formulation of an intelligent and efficient drainage plan. In that month an ordinance was introduced into the city council appropriating \$17,500 for the purpose. It met with considerable opposition, chiefly on the supposition that such data had been collected by previous administrations and could be found in the city archives if looked for; but a careful search failed to reveal anything of the kind. The ordinance was finally adopted in February, 1893. Work was inaugurated thereunder in the following July. Except for a brief interruption, due to litigation, in December, 1893, it was pushed continually and brought to a close in January, 1895. This investigation may be regarded as the first step ever taken towards a scientific drainage plan. On the information then gathered all the subsequent drainage work in the city has been predicated.

This work was now to be inaugurated in earnest and to be carried with great persistence and courage to a successful termination. At this time the drainage of the city was substantially effected in conformity with the Bell plan. Briefly, the drainage apparatus in 1895 consisted of a system of open canals which received by small street gutters the water delivered from the higher portions of the city and conveyed it to the drainage machines, which, in their turn, delivered it to Lake Pontchartrain. The drainage machines were four in number, and were located in the bottom of the basin between the river and the Metairie and Gentilly ridges, excepting the London Avenue drainage machine, which was located on Gentilly Ridge. These machines were equipped with under shot wheels operated backwards and had a capacity of from 150 cubic feet per second, as in the case of the Melpomene drainage machine,

¹⁸ Report on the Drainage of the City of New Orleans by the Advisory Board, 1894, p. 50.

to 450 cubic feet per second at the Dublin Avenue machine. The area of the city was divided into three drainable areas by the two navigation canals. The actual area drained, however, extended only from the river to the Metairie and Gentilly ridges, and even in this district there was a considerable region which was without drainage. The Fifth Municipal District, commonly known as Algiers, lay without the drainage area entirely. In other words, on the left bank of the river the drainable area covered 13,357 acres, of which much was very imperfectly served, while on the right bank of the river an area of about 10,000 acres had no drainage facilities whatever. The drainage machines were primitive in type, and the machinery, after nearly forty years of age, was in need of renewal. Neither canals nor machines had capacity to deliver the drainage water to the outfalls with sufficient rapidity to prevent the inundation of large areas whenever an excessive rain fell. The topographical and hydrographic survey showed, as a matter of fact, that they were capable, when working at their maximum capacity, of removing only about 12/100 inch of rainfall per hour. This, in comparison with the precipitation in such storms as that of August 13, 1884, was wholly inadequate. The water left by that storm remained on a large part of the city territory for seventy-two hours before the existing machinery, working at its full capacity, was able to remove it.¹⁹

The next step in the working out of what was justly called "a unique and intricate problem, unparalleled in this country or in Europe," was taken in November, 1893, when the city council adopted an ordinance authorizing the appointment of an Advisory Board on Drainage.²⁰ This board was promptly appointed. It consisted of the mayor, ex-officio; R. M. Walmsley, J. C. Denis, A. Baldwin, B. M. Harrod, H. B. Richardson and Rudolph Hering. The last named three members were engineers, and constituted the Engineering Committee.²¹ The ordinance authorizing the board also set aside the sum of \$700,000 received from the sale of the franchises of the New Orleans City & Lake Railroad for the purposes of drainage. The board first occupied itself with the collection of data, and in conjunction with the city engineer, L. W. Brown, was able to prepare a great topographical map, showing all the conditions which had to be met in planning an adequate drainage system. Meanwhile observations as to rainfall were made which established the interesting fact that the average annual precipitation was 53 inches, mainly due to small showers, although a precipitation up to 6 inches per hour during a few minutes and once of 7 inches was known. At the end of two years of labor the Advisory Board formulated a plan of drainage which, with minor modifications, suggested as the work developed, became the basis upon which the whole vast work was carried to a completion.²²

In July, 1896, the State Legislature passed an act creating a Drainage Commission for New Orleans and investing this body with exclusive control both of the construction and operation of the proposed system. The act also made provision for the financing of the enterprise.²³ The

¹⁹ *Ibid.*, 51.

²⁰ Ordinance 8327, C. S., adopted November 24, 1893.

²¹ Report on the Drainage, etc., letter of transmittal, p. ix.

²² Eighteenth Semi-Annual Report of the Sewage and Water Board, December 31, 1908, pp. 56-60.

²³ Act 14 of 1896.

commission organized in October of that year, with R. M. Walmsley, as president. The other members were Otto Thoman, Manuel Abascal, Louis Cucullu, A. Brittin, C. F. Claiborne, Paul Capdevielle, J. C. Morris, and W. C. Flower. Major B. M. Harrod was made chief engineer and F. G. Freret was elected secretary. In August, 1897, a group of contracts was let for the construction of pumping stations, electric power stations, machinery, and for a considerable amount of canal work. These contracts inaugurated the active constructive period. Together with other similar contracts concluded during the next two years, they resulted in the building of so much of the contemplated system that in 1900 it became possible to abandon the whole previously existing drainage machinery and to put into operation the new one, with immediate and conspicuous benefit to the city, not only insofar as the drainage was concerned, but also with regard to sanitary conditions, the improvement being seen at once in the mortality statistics.²⁴

As now in existence the drainage system of New Orleans consists of a main canal extending along Broad Street, which lies at the lowest point in the city, about midway between the Mississippi River and Lake Pontchartrain. Into this canal the drainage of the areas between the river and Broad Street flow by gravity through a system of sub-canals, which canals are, in their turn, fed by open gutters in the older parts of the city, and by sub-surface drain-pipes in the newly paved streets. The main canal receives all the water from the daily flow, and from storms of moderate intensity only. The natural slope of the ground is such that there is a fall from the river front back to Broad Street of from 12 to 18 feet; thus the canals are graded and the water flows through them at a velocity sufficiently high to prevent the accumulation of deposits. Not only does this slope suffice to insure the delivery of the water at the pumping stations, but it thus makes the canals self-cleaning. The main canal, however, runs through what is practically level territory. It extends from the upper to the lower part of the city, a distance of about ten miles. To give it a sufficient slope from one extremity to the other would require excavations progressively deeper, so that at the lower end the work would be impracticable. To overcome the difficulty five pumping stations have been built along the canal, at intervals of approximately two miles, thus dividing it into nearly equal sections. The function of each pumping station is to lift the water from the section below to the section above, and thus create a "head" great enough to cause it to flow rapidly along to the next pumping station. Upon reaching the fifth pumping station, the water is discharged by pumps into the main outfall, which leads into Bayou Bienvenue and thus ultimately into Lake Borgne.

The drainage from the section of the city lying between Broad Street and Lake Pontchartrain presents a separate and rather complicated problem. It was at first thought that it could flow by gravity into the main canal. Experience, however, showed that this could not be done satisfactorily under local conditions. The system was then arranged so that the whole area drains to pumping stations 6, 7 and 3, located, respectively, at the upper protection levee, back of Metairie Ridge, at Orleans Street and Taylor Avenue, and at Broadway and Marigny streets. For the present the drainage going to the two first-named stations flows

²⁴ Eighteenth Semi-Annual Report, Sewage, Water and Drainage Board, 61.

thence into Lake Pontchartrain. Eventually it is intended to cut a dry weather and small storm flow intercepting canal across town from Station 6 to Station 7 and on to Station 3, at which station its discharge will join the main canal in Broad Street, and will thence be carried on to Station 5 and up to Lake Borgne.

The main canal could only at immense cost be made large and deep enough to handle all the water from the heavy storms which at intervals discharge upon the area of the city immense volumes of water. It has therefore been deemed economical to provide a supplementary system of outfalls leading into Lake Pontchartrain. Three of these have been constructed, but the fourth will not be opened until the necessity arises through the extension of the occupied regions of the city.²⁵ The objection to discharging all of the drainage water into Lake Pontchartrain is based upon the pollution of its waters which in that event would result from the daily flow of sewage water mixed with the drainage. But that objection does not lie in regard to storm water, when, after the first street and gutter washings have been sent down the main canal to Lake Borgne, the residue of comparatively clean water, flowing for only a few hours at a time into Lake Pontchartrain, produces no bad effects. The fully drained and developed area of New Orleans comprehends about 40 square miles and will within a short time contain over 1,100 miles of streets. This area includes 24 square miles in which about 95 per cent of the population at present resides on about 600 miles of streets which are, at this time, supplied with water and sewage facilities. The city limits embrace much larger areas on both sides of the Mississippi. Of the 40 miles referred to, all but two miles are found between the Mississippi and Lake Pontchartrain, the distance between river and lake varying from five to seven miles. Along the river lies a ridge of land from eight to fourteen feet above sea level. The levees which have been erected upon this elevation bring its total height up to about 21 feet above sea level. Except for a narrow ridge about five feet high which runs parallel with Lake Pontchartrain about two miles from the shore, the remainder of the city is level, and much of it some inches below sea level. During the prevalence of high winds the water in Lake Pontchartrain may be backed up for five to six feet above mean sea level. It is necessary, therefore, to maintain a levee along the lake shore to prevent the city from being inundated from that direction. It is obvious that with the heavy precipitation which occurs in New Orleans at times—the maximum having occurred October 29, 1918, when 3.25 inches of rain fell in one hour—sometimes amounting to nine inches in twelve hours, an extensive system of drainage is required to keep the water from accumulating in the streets, especially in the lower areas. The removal of nine inches of rain involves the disposal of over 5,000,000,000 gallons of water. Six self-registering gauges are maintained to determine the rainfall. The precise time and rate of precipitation is registered. These records furnish a picture of the large area subject to drainage. Intensity and direction of storms are indicated as well as the area which receives the major part of the precipitation. These records are submitted daily to the engineering office of the drainage board for plotting and tabulation. The pumping system connected with the drainage plant consists of six electrically operated pumping stations, containing 30 pumps, the combined average capacity of which is over 7,000,000,000 gallons per day. The

²⁵ Eighteenth Annual Report, Sewage and Drainage Board, 59.

drainage system in the Fifth District (Algiers) is operated along lines similar to that of the city proper, the drainage water being discharged into Bayou Barataria.

At present the system comprises 99.2 miles of canal, of which 46.9 are open and unlined; 8.1 miles wood lined canals; 32.4 miles masonry lined canals which are covered, and 11.8 miles of circular sewer extensions. Including the subsurface drains the system represents a total of over 400 miles.²⁸

The history of the New Orleans sewerage system lacks all of the picturesque features of the drainage history. Prior to the opening of the present century sewerage had been attempted only on a very small scale. The only reliance was a surface sewerage of the most primitive type. In the late '70s one of the principal New Orleans hotels discharged its sewerage into the open gutter in front of its premises regularly at midnight, the watchman on duty in that vicinity being bribed to absent himself while this infraction of the law was committed. In 1880 the management of the St. Charles Hotel constructed a private sewer from their building to the Mississippi. This was the first main ever laid in New Orleans. A little later another main was laid by D. H. Holmes Company. With these mains various establishments in the business part of the city were connected. In 1897 the question of sewerage was suddenly rendered acute by the reappearance in the city of yellow fever. Since 1878 that disease had been kept out by the effective quarantine measures devised by Dr. Joseph Holt, while president of the State Board of Health. Its return, even in the extraordinarily mild form which it assumed in 1897, was fraught with appalling possibilities. The necessity of adopting every sanitary precaution was obvious. With the need for sewerage went that of water supply. Sewerage and water supply, therefore, became of transcendent importance. But both of these facilities were controlled by private corporations. They owned franchises granted by the City Council. In the case of the sewerage, the franchise dated from 1890, when, as we have seen, the city had made a contract with the New Orleans Drainage & Sewerage Company. In 1892 Doctor Holt was made president of this company, George T. Earl its chief engineer, and Rudolph Hering its consulting engineer. The company had considerable local and other financial backing, and in good faith made careful surveys and plans, awarded contracts, acquired a valuable site for its central pumping station, and purchased large quantities of iron pipe to be used in the main outlet therefrom. It built nearly five miles of sewers in the central part of the city, including about one mile of the deepest and most difficult work necessary to be done. This section now forms part of the existing sewerage system. The cost of the work was, however, found to be much in excess of the price at which the contractor had undertaken it. This fact, coupled with much public hostility to a privately owned system, rendered the complete financing of the project extremely difficult. In fact, the contractor finally stopped work, and in 1895 the company went into the hands of a receiver, with attendant litigation with the contractor, and complications as to its franchise rights. The works of the company, its franchise and plans, records, etc., were subsequently purchased by the city practically at cost; careful investigation having

²⁸ Dodd, "Report on the Health and Sanitary Survey of the City of New Orleans, 1918-1919," 108-111.

previously established their value and usefulness. All of the sewers constructed by this company were incorporated into the existing system. They are still used as vital parts thereof.

The history of the waterworks company has been told elsewhere in this volume. Under the circumstances the public had no faith in either the sewerage or the water works corporations, and suits were pending for the forfeiture of their franchises. Meanwhile, an energetic campaign was in progress to interest the people in a plan of public ownership of both the water and sewerage systems. On June 6, 1899, the taxpayers of New Orleans voted to adopt an amendment to the State Constitution, levying a two-mill tax upon real estate and requiring that one-half of the surplus arising from the one per cent debt tax should be applied during a period of forty-two years to the development of the sewerage, water and drainage systems. To carry out the will of the taxpayers the State Legislature a little later passed an act creating a Sewerage and Water Board.²⁷ This act took the form of an amendment to the State Constitution. It was ratified at the following general election. The board thus authorized effected an organization in December of that year. It was composed of the previously existing drainage commission, representatives of the Board of Liquidation of the city debt and of the Orleans Levee Board, and seven persons appointed by the mayor of the city to represent the seven municipal districts into which New Orleans is divided. The members were Walter C. Flower, mayor, president ex-officio; A. Brittin, C. F. Claiborne, and Louis Cucullu, members of the City Council; R. M. Walmsley and J. C. Morris, members of the Board of Liquidation; Otto Thoman, Paul Capdevielle, and Manuel Abascal, members of the Orleans Levee Board; Lewis Johnson, from the First Municipal District; William Adler, from the Second Municipal District; Paul Gelpi, from the Third Municipal District; A. C. Hutchinson, from the Fourth Municipal District; Frank A. Daniels, from the Fifth Municipal District; Charles Janvier, from the Sixth Municipal District; and William Atkinson, from the Seventh Municipal District. Mr. Walmsley was made president pro-tempore of the board. F. S. Shields was appointed secretary in 1899, and served with conspicuous ability and devotion to duty till his voluntary retirement in 1920 on account of failing health. Early in 1900 the board selected George T. Earl as its chief engineer and general superintendent and appointed the following advisory board of engineers: Rudolph Hering, G. W. Fuller, B. M. Harrod, T. L. Raymond, L. W. Brown, and A. C. Bell.

In the light of subsequent experience it is impossible to look back to the formation of this board without admiration for the far-sighted and statesmanlike policy which it represented. In fact, in all this part of the history of the sewerage, water and drainage project, the wisdom which characterized every step is remarkable. It will be seen that the board as above constituted brought into effective co-operation all the authorities and all the engineering experience that had any connection with the vast enterprise. The general superintendent was thoroughly acquainted through his work as chief engineer of the New Orleans Sewerage Company with local conditions. He had given years of study to the problem of drainage and sewerage. Rudolph Hering had equal knowledge of the local situation. He was an engineer of international reputation. George W. Fuller had just completed an investigation of the subject of

²⁷ Act 6 of 1899.

water purification in Louisville and Cincinnati, which was destined to prove epochal in clearing the way for the economical utilization of the muddy waters of the South and West. Major Harrod was a local engineer. He had served as city engineer, had been active in connection with the original advisory drainage board, and had a wide reputation. Thomas L. Raymond had been Harrod's first assistant while chief engineer of the drainage work some years before. L. W. Brown had been city engineer in 1893, and had taken a leading part in formulating the drainage plans and surveys. He had subsequently been connected with the National Constructing Company, which built the first of the main canals and pumping stations. A. C. Bell was city engineer. He had always been interested in the drainage and sewerage of the city, and had co-operated in every project that had been presented with those ends in view.

All the elements represented on the new board worked together with patriotism and harmony. Two serious difficulties, however, were at once distinguished. The money available was insufficient to construct all three systems. The Act Six of 1899 authorized the issuance of only \$12,000,000 of four per cent bonds. Out of this total nearly \$4,000,000 had to be appropriated to take up the outstanding bonds of the Drainage Commission and to complete its existing contracts. Obviously, the remaining \$8,000,000, if immediately expended for sewerage and drainage, would not enable the construction of systems which would serve the entire city, as contemplated in the law. The other difficulty was, the existence of the sewerage company's and the water works company's franchises. Both companies were prepared to bring injunction proceedings if the city undertook to build anything which interfered with what they regarded as their rights, pending the termination of the litigation in progress. The board was authorized to purchase either or both of these franchises. It proceeded in this direction, however, with the utmost caution. In the case of the waterworks company, if its franchise were valid, the cost of acquiring it would be in excess of the plant's physical value for adoption into a new system. In the end it became unnecessary to incur this outlay, inasmuch as the suits for the forfeiture of the charter of the company were decided in favor of the city.

There was only one solution of the financial difficulty. That was to limit the expenditure for construction. This course, by delaying bond issues, tended to save in interest charges a sum which, added to the proceeds of the bonds when ultimately floated, would realize a total sufficient to complete the work contemplated. A whole program was laid on that basis. But it proved possible to put both sewage and water supply into operation in the populated area of the city in 1908. Active work in sewerage construction was therefore not started till 1903, although it might have been started under more favorable auspices in 1901. Similarly, active work on the water system was postponed till 1905, although portions of it might have also been initiated in 1901. But even had both systems been begun in 1901, it is unlikely that they could have been jointly completed and ready for operation in the populated area earlier than 1908. The sewers began to be put in use in 1907 and were fully in use in 1908. The waterworks system was partially available in 1908 and fully so in February, 1909. Both systems have been continuously in operation since that date.

The flat topography of New Orleans made the construction of the sewerage system exceedingly difficult. It was apparent from the begin-

ning that it was necessary either to lay mains at great depth in order to obtain the necessary flow to insure the movement of the sewage through pipes, or, if the pipes were placed just below the surface, then to install an extensive pumping system to move the sewage through them. As finally worked out, it was found that the difficulties anticipated could be surmounted by a combination of the two systems. The main collection system has been aptly compared in shape to the letter T, the top of the T lying parallel with the Mississippi, about one and one-half miles back from the bank. The stem of the T represents the system as projected back into the city. From these two main lines there are sublines which connect with submains and laterals. It is estimated that there are nearly 80,000 premises in New Orleans, and that 75,000 of these are now connected with the system. The actual number of connections is 51,017, but in many cases one connection serves several different houses. The material employed is terra cotta and cast iron pipe in the smaller units; brick and concrete in the larger units. Cast iron pipe is used in the discharge mains from the pumping stations which deliver the sewage under pressure to the river. The velocity of flow in the laterals is two feet per second, and at the trunk lines is nearly double that speed. The laterals are laid at from five to nine feet below the surface of the ground. These empty into submains not over 16 feet below ground, and the submains in their turn discharge into mains not over 24 feet deep. Advantage is taken of all existing natural slopes; these are utilized, in effect, as collection areas where the flow from the smaller sewers is brought together. Thus sufficient quantities of sewage are assembled to require larger mains. These mains are laid between such points, a method which permits them to be constructed so as to flatten grades. In this way the sewage is gradually moved by gravity through much of the system; but where there is not sufficient slope to permit of this, and where deep excavations can be made only at large expense, intermediate lift pumping stations have been installed. It is thus seen that the sewage passes either by gravity or by the aid of the intermediate lifts to the pumping station, where it is discharged under pressure into the Mississippi at a point below the thickly habited part of the city. The pumping service consists of seven automatic electrically operated low-lift pumping stations designed to perform the functions of intermediate lift; and three high-lift pumping stations for discharging the sewage into the river. Five of the former stations are entirely below ground; two have superstructures above them. The striking feature of the pumps in these stations is that they operate entirely without attendance, and pass the sewage on without screening. In this way a considerable economy of labor is obtained. The raw sewage is screened only upon arrival at the high-lift pump. The screenings are dried and burned at the station. The lines are laid straight between manholes to facilitate cleaning. Automatic flush tanks are located wherever necessary.

The Mississippi affords a safe and convenient means for the ultimate disposal of the city wastes. The estimated cubic flow of the river is 191,000 cubic feet per second, or an average of 500 cubic feet of stream flow per 1,000 inhabitants of New Orleans. This insures a dilution of the sewage of the city far in excess of the standard of three feet per second recommended by sanitary engineers. This method is known as the "dilution method." No hard-and-fast standard of permissible stream pollution can be set up, each stream being a law to itself; but expert

opinion is agreed that at New Orleans the margin is exceedingly large. Below the city there are only a few small settlements. There is no reason therefore to fear that the sewage of the city will pollute the water supply of other communities. The only problem is to dispose of the sewage without creating a local nuisance, which is effected by taking advantage of the river current at the shore line, where it sweeps downstream without eddies. The problem raised by the seeping into the sewer pipes of storm water at times of exceptionally heavy rainfall is disposed of by discharging the increased flow into the drainage system at a point near the outskirts of the city. Otherwise the New Orleans sewage system is strictly of the "separate" type—that is, is separate and distinct from the drainage system. At present the daily discharge of the sewage system is nearly 40,000,000 gallons of which 15,000,000 is estimated to be seepage.

The history of the water supply of New Orleans has been told in detail elsewhere in this volume. For other than drinking purposes the supply was originally drawn from the Mississippi, and handled by a waterworks company. The report of the Board of Health for 1850 indicates that the supply of drinking water was already inadequate. "It is painful to reflect upon the frequent sufferings of the working classes for the want of an abundance of pure water. Cisterns are at times of drought soon emptied, the means to purchase water hauled from the river to the back parts of the city are soon exhausted, and then no resource remains but an impure well water." The board went on record as believing that the use of this polluted water was responsible in large measure for the cholera of recent years. For many years thereafter the river continued to be a principal source of drinking water. Its purification was left to individual initiative. It was most frequently effected by treating it with alum in large earthenware jars, some of which may be seen today on the lawns and gardens of the city. Later, wooden cisterns were used to collect and store the rain water. In 1892 the entire city depended upon this source of supply.²⁸ The present water system was begun, as stated above, in 1905, and went into use in 1908. When the work was commenced, there were in the city 125 miles of water mains, with about 5,000 connections, but the supply, as already stated, was relied on for uses other than human consumption. The creation of the present system is due to the skill and energy of the same men who are responsible for the sewage and drainage systems.

The source from which New Orleans now takes its drinking water is the Mississippi River. The project was first broached in a report by Mr. Earl in April, 1900. In June the Advisory Board of Engineers took up the matter. It did not seem practicable then to purify the river water to a degree where it would be fit for human use. A year of study and experiment, however, showed that the scheme was entirely possible, and in 1903 a plan was worked out for the installation of a modern system. The principal obstacle which had to be overcome at this stage of the work was the prejudice against the river water, arising from the idea that it was contaminated by the sewage of the cities in the upper Mississippi Valley, all of which is discharged into the Mississippi. But an exhaustive series of tests showed that the raw water at New Orleans was free of all

²⁸ Dodd, "Report on the Health and Sanitary Survey of New Orleans," 94.

pollution, so far as it is possible for human senses to detect it. The nearest cities above New Orleans which discharge sewage into the river are Vicksburg, Alexandria, Baton Rouge and Natchez, the nearest being 135 miles away; the farthest, 554 miles. It was ascertained that the sewage from these places underwent a dilution nearly 1,500 times greater than required by the ideal engineering standard—three cubic feet of flow to every 1,000 inhabitants. An additional factor of safety is found in the fact that this highly dilute sewage travels over a hundred miles before it reaches New Orleans, thus affording ample opportunities for self-purification. Moreover, in designing her own system of sewage, New Orleans was careful to avoid the possibility of contaminating her own water supply. The intake in the upper part of the city (at Eagle Street, in the Seventh District) is situated ten miles away from the point where the city sewage is discharged into the river, at the foot of Spain Street.

The other difficulty which had to be surmounted was mechanical. The turbidity of the Mississippi water is due to large amounts of suspended mud. This sediment amounts to nearly a ton in every 1,000,000 gallons of water. An efficient system would have to provide means to eliminate economically this suspended matter. This was ultimately effected by adding a coagulant to the water before passing it through a layer of sand. At the Eagle Street plant the water is drawn from the river through an intake pipe, from which low-lift pumps take it into the head house, which is the controlling center of the reservoir system. The water then passes into one of a series of grit reservoirs, where the gross particles of mud settle by gravity. After this preliminary sedimentation the water returns to the head-house, and is discharged thence into a lime-mixing reservoir. As it passes along the baffles of the reservoir, sulphate of iron is added. This, in combination with the lime, serves as a coagulant. This softened, prepared water passes back through the head house into the coagulating reservoir, where it remains until the mud in suspension is precipitated. It is then ready for filtration. Again it passes through the head house, and then goes on to mechanical type filters. After having passed through the filters it is received in the clear water, or equalizing, reservoirs which connect with the clear water well. Here a battery of high-lift pumps discharge the water into the distribution main.

The reservoir system consists of eight reinforced concrete reservoirs grouped around the head house. These include two grit reservoirs, with a combined capacity of 6,560,000 gallons; two lime mixing reservoirs with a capacity of 5,660,000 gallons; four coagulating reservoirs, the total capacity of which is 30,000,000 gallons; and ten concrete filters of the mechanical type. Each filter covers an area of 1,431 square feet, and has a daily capacity of 6,000,000 gallons. The sand used in these filters is brought from the Gulf of Mexico. It is taken from the bed of the sea five miles from shore, in order to guarantee its purity. Beneath the filters are concrete equalizing reservoirs with a total capacity of 750,000 gallons. The clear water reservoir is used to store water against emergencies. It is built of concrete and covered, and has a capacity of 15,000,000. The entire plant at Eagle Street covers 70 acres. It is located 4,000 feet back from the river. It is thus safe from any possible pollution from the shipping, which does not lie at the river bank in this part of the city.

The distribution system consists of four low-lift pumps with a combined daily capacity of 140,000,000 gallons, and four high-lift pumps, with a combined daily capacity of 93,000,000. At present the consumption of water per day in New Orleans is 33,000,000. There can be no question of the adequacy of the installation for many years to come.

The water supply of the Fifth District (Algiers) is entirely independent of that on the other side of the Mississippi. The principal plant is a miniature of the Eagle Street plant. The supply is taken from the Mississippi. The character of the Mississippi River bed makes it impossible to pipe across to Algiers. It is for this reason, among others, that a separate drainage and sewage system had also to be installed there.

The organization of the drainage, sewage and water systems, under the general board and the general superintendent, is distinct for each branch of the service. The drainage work is divided into canal system and the pumping service. An efficient engineer is at the head of each department. The sewage system is arranged also in two general departments—a construction and a maintenance department. There is also a plumbing inspection department. These are each headed by competent and highly trained men. The water supply consists of the purification department and the maintenance departments.

The desirability of consolidating the work on sewerage, water and drainage under one control was obvious, if for no other reason than to avoid the repeated disturbance of the city streets. Therefore, in 1903, steps were taken to merge the Drainage Board with the Sewerage and Water Board. The effect was, not only to increase the general efficiency of the whole enterprise, but to curtail the size of the directing body. By eliminating the members from the Orleans Levee Board, the membership of the board was reduced from sixteen to thirteen. Thereafter all three systems were harmoniously developed under Mr. Earl's superintendency. It was not found necessary to dispense with any of the experienced men in the drainage department, inasmuch as the work there slackened, that in the other departments increased, and they were transferred thither as the need appeared.

In conclusion a word may be said regarding the recent financial history of the board. The drainage, sewerage and water systems as far as completed in 1908 proved of immense utility, but still left much to be desired in the way of increased facilities. To maintain the service at its then standard strained the resources of the board. It was clear that, to perfect the three systems over the whole populated area, the issuance of new bonds could not be avoided. The two mill tax and the one-half surplus of the one per cent debt tax yielded a total sufficient to justify a bond issue up to \$8,000,000. The general superintendent and the secretary recommended this course as early as 1894. In 1906, at the request of the board, the Legislature passed an act authorizing the new bond issue.²⁹ There was great difficulty in placing these bonds.³⁰ Additional legislation had to be procured before they were sold. It was not until May, 1911, that the sale was finally effected. But with the proceeds of this bond issue the board was enabled at length to prosecute its work. Without repeating the detail of these recent operations, it may be said that up to the end of the year 1920 the amount expended by the Drainage Com-

²⁹ Act 19 of 1906.

³⁰ Item, May 30, 1914.

mission, and by its successor, the present Sewerage, Water and Drainage Board, for the construction of the three systems, has been over \$30,000,000. Of that sum \$20,000,000 has been derived from outstanding four per cent bonds. The remainder was, for the most part, an accumulated surplus yielded by the two-mill tax and the one-half surplus of the debt tax. At the present time 97 per cent of the premises of the city are served by the waterworks system, and 95 per cent by the sewers. It seems likely that the present revenues of the board will suffice to maintain the systems at this capacity, as well as to meet interest charges and provide sinking funds. A hundred per cent service, however, will not be possible as long as five per cent of the population continues to reside in homes scattered over a vast area, isolated in such a manner that the extension of the sewers and water mains to them can be accomplished only at prohibitive costs.³¹

³¹ Statement of George T. Earl to author. I am indebted to Mr. Earl for a very careful revision of this chapter.

CHAPTER XXXVII

THE CITY DEBT

The history of the finances of a great municipality ordinarily is a dry and uninviting subject. To it turn none but those who, for professional or technical reasons, have a special interest in an intricate subject. But New Orleans in this respect, as in many others, is exceptional. Her financial history is of exceptional interest. It includes the tentative financial projects of the earlier part of the nineteenth century, when the problems of municipal finance were not well understood. Then follows the period of the Civil war and reconstruction, from which the city emerged with resources greatly impaired, and carrying a heavy burden of debt. Since then its problem has been to meet the requirements of this debt without overwhelming the taxpayers and without impairing its credit at home and abroad. How this has been done is a record of which any city might well be proud.

The history of the public debt of New Orleans begins in 1822. In that year the State Legislature passed an act authorizing the municipality to issue bonds to the amount of \$300,000.¹ This act was adopted on March 14. The city did not immediately take advantage of this permission. The act was amended in 1825 and again in 1827, and it was not till 1830 that the bonds were actually floated. Thus slowly and carefully did the early fathers of the city proceed with what they appear to have regarded as a very dubious experiment. But money was needed to pave the streets and provide some system of water supply. There was no other way in which to obtain it except by borrowing. The bonds are somewhat quaintly described in the act as "city stock." They bore interest at 6 per cent per annum and were payable twenty years after date. On them appeared the signature of Denis Prieur, mayor, and C. Genois, recorder. One-half of the proceeds was, according to law, used for "paving and watering" the Faubourg St. Mary, and the remainder in "the square of the city," on such streets "as for their commercial importance the city council" might "deem proper."

This beginning was followed three years later by a financial experiment which, while in accord with practices at that time very generally approved in the United States, hardly commends itself to our present-day judgment. This was the purchase by the city of stock in private corporations, and the flotation of bonds to pay for the investment. There are several such ventures on record in New Orleans between 1833 and 1854. The first instance relates to the acquisition by the city of \$500,000.00 stock in the Commercial Bank. This bank was organized partly to carry on a banking business, but principally to operate a system "whereby the water of the Mississippi River might be conveyed into the city and its faubourgs, and into the houses of its inhabitants." It had a capital of \$3,000,000, divided into 30,000 shares of \$100 each. By its charter it was required to begin the construction of the waterworks within twelve months. The city's authorization for subscribing to the stock of this concern was Act No. 40 of 1833. The next instance of this sort was the purchase of an interest in the New Orleans & Nashville Railroad and in the New Orleans Drainage Company. The former

¹ Nolte, "Fifty Years in Both Hemispheres," Chaps. X, XI.

corporation was organized in 1835, under an act of the State Legislature, to build a railroad from New Orleans to Nashville. Its capital stock was placed at \$6,000,000, of which the municipality took \$500,000, and issued a corresponding amount of bonds to pay therefor. The drainage company was incorporated in 1835 for the purpose of draining swamps, etc. The city was authorized by the State Legislature to subscribe for \$350,000 of its stock, and did so, issuing a like amount of bonds to pay the purchase price.

In order to complete the record of these successive investments, we may here depart a little from the strict chronological order of this narrative and say that again, in 1854, the municipality bought stock in similar public-service corporations. The New Orleans, Opelousas & Great Western Railroad Company, the New Orleans, Jackson & Great Northern Railroad Co., and the New Orleans & Pontchartrain Railroad Company were chartered in that year. The city subscribed for \$4,000,000 worth of stock in these companies and, as usual, issued bonds to pay therefor. It is scarcely necessary to say that the city derived little real benefit from any of these investments. They were made on the assumption that, being organized to perform quasi-public works, it was the business of the municipality to support them. The last two cases might have proven profitable if the Civil war had not intervened to destroy the value of all such investments. The city parted with its stock in these corporations many years ago.

An interesting phase in the financial history of the city was opened in March, 1836, when the State Legislature passed an act dividing New Orleans into three separate municipalities, each with a recorder and a council of its own, but all under the jurisdiction of a joint mayor and common council. Each of the municipalities accumulated a debt. It therefore became necessary in 1850 to liquidate the debt of the city as a whole, and of these municipalities as such. Accordingly, a board of liquidators was created by Act 203 of the State Legislature of 1850. Of this board the mayor was ex-officio president. The other members, six in number, were chosen two from each of the municipalities. The object was "to ascertain precisely the amount of the debt, and to apportion it justly" among the three municipalities. "The amount thus apportioned to each municipality," reads the act, "shall constitute the separate debt of each municipality, and shall, when added to the separate debts contracted by each municipality since the passage of the act of March 8, 1836, be known and denominated as the debts of Municipality Number One, Number Two and Number Three, respectively." The existence of this board was not prolonged. On March 5, 1852, the act establishing it was repealed. By the terms of the repealing act the members were required to hand over to a new body, the commissioners of the consolidated debt, "all jewels, monies, credits, papers, and books of any description then in possession of said board of liquidators." This action had been rendered necessary by the enactment of legislation abolishing the separate municipalities, and placing them and the City of Lafayette under one city government.

The new government went into operation on April 12, 1852. The Board of Commissioners of the Consolidated Debt of the City of New Orleans—to give it its full title—was made a part of the city machinery under an act passed early in that same year. It met for the first time on April 13, 1852, with the following members present: A. D. Crossman,

mayor; O. DeBuys, comptroller; W. H. Garland, treasurer; W. P. Converse, chairman of the financial committee of the board of aldermen; L. H. Place, chairman of the finance committee of the board of assistant aldermen. Mayor Crossman was elected chairman, and Adolph Layet was made secretary.

The financial situation which the board had to consider was fairly complex. The debt contracted by the city prior to 1836 was known as the "old city" debt. The debts of the three municipalities contracted after 1836 were, as we have seen, identified by their respective numerical designations. The act annexing the City of Lafayette provided that the City of New Orleans should also assume the debt of that municipality. Thus there were five classes of debt. Taken collectively, these constituted the "Consolidated Debt of the City of New Orleans." Much of these indebtednesses was contracted in building wharves, school houses, and other obviously necessary public improvements. The amounts were on April 12, 1852, as follows: Old city debt, \$2,923,760; First Municipality debt, \$1,051,510.63; Second Municipality debt, \$2,359,458.92; Third Municipality debt, \$855,191.06; City of Lafayette debt, \$504,825.65, a total of \$7,694,746.26. The board proceeded to issue bonds with which to refund these debts. Of such bonds \$5,534,000 were issued between April 12, 1852 and April 1, 1853; \$3,300,000 of which total was sold at a premium of \$18,207. The remainder was exchanged for bonds representing the outstanding debt, which in this way was reduced to \$3,182,516.34.

Such was the situation when the Civil war began. Disastrous as were the effects of the struggle upon the South generally, they were particularly unfortunate in New Orleans. In 1861 the total assessed valuation of the city was \$125,192,403. These figures diminished steadily from that time to 1865, when the assessment was \$98,788,325. There was thus a loss of over one-fifth of the taxable wealth of the city in less than five years. The loss was principally in what is termed "personal property"; comparatively little in real estate. As an illustration, it may be said that the emancipation of the slaves struck from the assessment rolls one item of \$6,609,210—that being the valuation of the slaves owned by the people of New Orleans when the assessment was made. While the city's assets thus decreased, the expenses of carrying on the city government showed a remarkable increase. Under the reconstruction regime the expenditures of public money went on with incredible prodigality. Thus, by 1876, the bonded and floating indebtedness of the municipality had accumulated to an amount of more than \$23,000,000. The tax rate which, in 1861, was 15 mills, gradually increased to 30 mills in 1876. The credit of the city was impaired so far that practically all bond issues floated at this time bore not less than 7 per cent interest, and one issue, put out in 1871, actually bore 10 per cent. Naturally, in the face of such conditions, the city was driven to some unusual and quite drastic measures in order to save itself from collapse. But it must be said, to the eternal credit of the city, that even in the darkest days of this eventful epoch, there never was any serious idea of repudiating its legal obligations. Instead, ways and means were found to readjust its affairs to the ultimate satisfaction of its creditors and of the tax payers.²

It is impossible in the space here available to go very deeply into the various circumstances which contributed to the creation of the mass of

² R. S. Hecht, "Municipal Finances of New Orleans, 1860-1916," pp. 4, 5.

debt which oppressed the city in this period. All that can be done is to list the various bond issues and other financial operations, which were responsible. There was, for example, the city currency. What this was may be inferred from a passage in a report dated May 5, 1868, in which Mayor Heath said: "The city currency is a subject which has painfully occupied a good deal of our attention of late. It is a paper currency which represents not precious metals, but rests solely upon the credit of the city. The present city government is not responsible for its introduction. We found it in circulation when we came into office. It was the offspring of the war. It originated with the council of 1861. It has its precedent—not a venerable one, though rather time-worn—in the shin-plasters of 1836-1837; a convenient kind of money, but which soon flooded the community in such quantities that the Legislature was compelled to intervene and prohibit the over-issue of it. * * * No one doubts that a city as wealthy as New Orleans is, and possessed of her commercial prestige and advantages, will, sooner or alter, fulfill all of her obligations."

In order to help the city meet its current expenses, the State Legislature passed Act No. 52 of 1868, authorizing the city to issue \$1,000,000 in bonds. This came to be known as the "Million Loan." These bonds bore 10 per cent interest per annum, and the proceeds were to be used to pay the payrolls, and "warrants for all salaries and wages due the city employes, the police, school teachers, judgments against the city and costs of same, etc." Two other issues of bonds took place in 1869, the first, amounting to \$3,000,000, being intended to fund the floating debt and liquidate the city's indebtedness. This loan, known as the 7 per cent bonds of 1869, was specifically for the purpose of converting the obligations of the city, known as the city notes and floating debt. The other emission was of bonds dated January 1, 1869, to run thirty years with annual interest at 5 per cent, and was for \$1,393,400. These bonds were issued to the Commercial Bank in payment for the waterworks department which that corporation was operating.

The new city charter of 1870 contained provisions for the appointment of an administrator of the floating debt, whose duty it was to administer \$3,000,000 worth of a new issue of bonds bearing 7 per cent interest, "said bonds to be sold provided they bring 75, and the proceeds applied to the payment of the floating debt, meaning judgments, warrants, registered bills, and city notes; the holders of these evidences of the floating debt to be paid at par." These bonds were duly issued, and added to the mounting aggregate of the municipal debt. In the same year an ordinance—No. 47, C. S.—was passed appointing the Bank of New Orleans fiscal agent of the city and administrator of the floating debt for the period of two years. The ordinance authorized the mayor to sign seven notes of \$100,000, to be delivered to the bank in pledge as security for loans and advances which it was to make to the city; and moreover, a general mortgage on the city waterworks was executed in favor of the bank as a further security therefor.

In 1870 wharf bonds amounting to \$709,000 were issued specifically to pay for improvements on the river front. The following year bonds bearing 10 per cent interest for an amount in excess of \$1,000,000 were issued to pay the deficit and to satisfy old claims. In addition to this indebtedness the city had unpaid loans aggregating over \$600,000. In 1872 it was necessary to issue \$4,000,000 gold seven per cent bonds, to pay the floating debt, the deficit, and to exchange for matured railroad

bonds, and pay for drainage canals and protection levees. Moreover, street assessment bonds were issued amounting to \$291,000. Finally, in 1874, the annexation of the suburb of Carrollton compelled the city to assume its debt of \$194,000.

This is a dreary catalogue but it serves to show the successive steps by which the city debt was piled up during these troubled years. No community, however intrinsically rich, could long withstand the burden thus placed upon it. Real estate was almost without marketable value, commerce was declining, industries were paralyzed, and all other classes were sinking under the load of public indebtedness. Taxations amounted to confiscation.³ On December 1, 1874, the City of New Orleans defaulted on the interest on its bonded debt. A few months later it was computed that the city debt aggregated the sum of \$22,000,000, bearing an average annual interest of about $7\frac{1}{2}$ per cent. It was obvious that some drastic remedy must be applied at once if the city was to be saved from complete financial collapse. Fortunately at this critical moment there was at the head of the financial department of the city government a man who lacked neither courage nor resource. This man was Edward Pillsbury. In August, 1875, he addressed to the city council a communication in which he outlined a plan for the liquidation of the entire city debt, principal and interest. As he said, the solution required the abandonment of "the ordinary forms of finance as unequal to the situation" and obliged the city "to seek other and perhaps novel means of meeting the exigency." His was that known thereafter as the "Premium Bond Plan."

The main proposition in the plan, which was ratified by the Legislature under Act 31 of 1876, was to convert the bonded debt of the city into "premium" bonds, redeemable in from one to fifty years, and bearing interest at the rate of 5 per cent per annum, plus certain prizes. These new bonds were to be one million in number, of the denomination of \$20, divided into 10,000 series of 100 bonds each, of which a certain number was to be redeemed every year. To determine the particular series which should so be redeemed, all the numbers of the bonds were put into a receptacle—where they have ever since remained—and four times a year, on January 31, April 15, July 31, and October 15, as many numbers as there are series to be redeemed are drawn out of the wheel by a blindfolded orphan boy. Twice a year, on January 15 and July 15, these drawn series participate in a "premium" drawing, at which 1,176 prizes, ranging in value from \$20 to \$5,000 and totaling \$50,000, are distributed. All bonds which do not win any special prizes are paid at their par value, plus interest since July 15, 1875. The interest is not compounded, but, computed at 5 per cent per annum since 1875, gives 50 cents every six months, and, therefore, the minimum value of each bond continues to become greater with every prize drawing until 1925, when the last of these bonds will be drawn, at which time the minimum value of each bond will be \$70.⁴

This plan, which deferred the payment of the interest on the city debt over a long period of years, was exactly what the situation demanded. Moreover, the element of chance associated with it recommended it to a large number of the holders of the outstanding city obligations, who consented to exchange their old securities at par for this new bond. But there were also bondholders who refused to avail themselves of the Pills-

³ Inaugural message of Mayor Leeds, November 30, 1874.

⁴ Hecht, "Municipal Finances of New Orleans," pp. 5, 6.

bury plan. To them the prospect of surrendering securities which yielded them semi-annual interest—a fixed income at regular intervals—for another on which no interest would be collectable till an uncertain date in the future—made no appeal. Hence, in spite of earnest efforts to carry out completely the Pillsbury plan, only about \$13,500,000 of the “premium” bonds were actually issued, and nearly \$7,000,000 of the old bonds remained outstanding, continuing to bear their high rate of interest. This comparative failure of the Pillsbury plan implies no criticism of its ingenuity. It was approved by the leading financiers of the city. They patriotically made every effort to induce the creditors to fall into line. An open letter which was published in the newspapers at the time indicates their point of view:

“Our city is making a great effort to free itself from the difficulties that embarrass its government. We deem it our duty to give it our encouragement and approval. We would deprecate the idea of trusting our views upon others of different convictions, or to provoke angry discussions, but the gravity of the financial condition of our city, and the relations we occupy to those who have most at stake, not only justify us, but imperatively demand that we should contribute something to the efforts which are now being made to obtain relief from existing grievous burdens. * * * Our city administration have, after due deliberation, adopted a plan styled the ‘premium bond plan,’ by which the city can pay every cent of her debt, truly and surely and within a reasonable time.

“This plan is no invention of theirs or of ours; it is well-known in Europe, adopted by many large municipalities. * * * We have neither time nor space, nor is it our special province, to argue here on the merits of this plan. Suffice it to say that there has been presented to the administrator of finance the sum of upwards of four million dollars to be converted into premium bonds, which afford practical proof of the confidence in the arrangements and soundness of the scheme of the parties whose names are hereto affixed. * * * To repudiate would be to fix upon our community a blot of commercial dishonor that endless years of prosperity and fair dealing would not obliterate. * * * The plan should not be condemned in advance. We ask the public to wait and see; it cannot be expected that every soul in the city can be convinced and understand such matters at a glance. The solutions of questions of political economy and finances, under such difficult circumstances, require special aptitude.

“We further claim that any tax-payer, however small his tax, is directly interested in this premium bond plan, and it is the only possible way in which taxation can be reduced to its minimum, giving protection at the same time to the bondholders.”⁵

This address was signed by a committee composed of John G. Gaines, Samuel H. Kennedy, J. H. Oglesby, August Bohn, and George Jonas, and several hundred other prominent business men and taxpayers.

The partial failure of the premium bond plan resulted in the city getting only a fraction of the relief which it was hoped would result, but the reduction in 1876 of both the assessment and the tax rate may fairly be imputed to the operation of the scheme. However, the litigation which arose between the city and the holders of the old, and in some cases past-due, bonds, was a source of embarrassment for a long time. The constitutionality of the premium bond act itself was involved. For a

⁵ Quoted in Hecht, *op. cit.* pp. 8, 9.

time the value of the bonds fell to less than half their face value. The matter was finally taken to the State Supreme Court, which handed down a decision affirming the legality of the bonds. After this decision, the value of these securities rapidly rose. In the interval, the city received considerable sums of money from the sale of franchises to the New Orleans City Railroad, the St. Charles Street Railroad Company, and from the proceeds of drawn premium bonds. This money was by law dedicated to the public debt. The city therefore took advantage of the low prices at which the bonds were selling to go into the market and covertly purchase \$3,567,360 of them, at a price which averaged about one-third of their face value. These bonds, together with those which were never issued, continue to participate in the drawings, and it happens from time to time that the city has the singular experience of winning some of its own prizes.

The year 1880 brought to a close the haphazard system of public finance which had been followed so long in New Orleans, with the disastrous effects described in the foregoing pages. Since that year, the bonded indebtedness of the city has been under the control of a self-perpetuating board created by the Legislature of the State of Louisiana. The act by which this board was created was subsequently incorporated into the state constitution. Its enactment served at once to restore confidence among the city bondholders. The object which this legislation had in view was to call into existence a body of representative business men who would formulate and carry out a sound financial plan, whereby the entire bonded debt of the city could be cared for in a manner absolutely free from political consideration, in order that the city's credit might be re-established. This body constitutes the so-called Board of Liquidation of the City Debt. "It may safely be said," observes Mr. Hecht, in his paper on the municipal finances of New Orleans, "that the creation of this Board of Liquidation really constituted the turning point in the city's financial troubles, and the splendid and unselfish work done by this body of men from the date of the creation of the board to the present time, cannot be too highly praised."

This board is a permanent syndicate body of six citizens, with the mayor, city treasurer, and city comptroller ex-officio members. In the title of the act creating this board, which occupies an anomalous position in the city government, inasmuch as the continuing members control the policy of the board, the purpose for which it was established was stated as being to liquidate the indebtedness of the City of New Orleans and to apply its assets to the satisfaction thereof. At the meeting held on June 3, 1880, the board organized, with Joseph H. Oglesby, a leading local banker, as president. The other syndicate members were E. A. Palfrey, John Phelps, Henry Gardes, A. J. Gomila and S. H. Kennedy, all prominent business men. On June 15, 1880, the board elected T. Wolfe, Jr., to be secretary and B. C. Shields to be assistant secretary. Both of these gentlemen had previously held similar posts for many years under the commissioners of the Consolidated Debt of New Orleans. Mr. Wolfe remained as secretary to the new board till his death on January 18, 1917, when he was succeeded by Mr. Shields.

Upon the death of Mr. Gomila in 1885 he was succeeded by J. A. Shakespeare. Mr. John Phelps died in 1886 and was succeeded by R. M. Walmsley. On the death of Mr. Oglesby in 1888 he was replaced by J. C. Morris, as member, while the presidency of the board, thus made vacant, was filled by the election of R. M. Walmsley. Mr. Gardes

resigned in 1888 and was succeeded by John T. Hardie. When Mr. Kennedy died in 1893 his place was taken by W. B. Schmidt. The death of Mr. Hardie in 1895 led to the election of W. T. Hardie; and Mr. Shakespeare's death in 1896 made necessary the addition of W. B. Stauffer to the board. Mr. Palfrey died in 1901 and was succeeded by A. Brittin. Charles Janvier was chosen a member of the board in 1901 on the death of W. M. Schmidt. Mr. Morris died in 1904 and was succeeded by Ashton Phelps. The resignation of Mr. Janvier in 1906 resulted in the election of C. J. Theard to the board. On the death of Mr. Walmsley in 1920 the presidency becoming vacant, that office was filled by the election of Mr. Brittin, and Mr. Walmsley's place as a member was filled by the election of Rudolph S. Hecht. In succession to Mr. Phelps Mr. Janvier was made a member of the board for a second time. Thus the chain of membership is complete from the beginning of the board's existence to the present time, with the exception of the city officials, who, being ex-officio members, automatically retired from membership when their terms expired.

Under the act of 1880 by which the board came into being, it was intended that it should retire and cancel the valid debt of the city, except premium bonds, by refunding it into an issue of consolidated 4 per cent bonds. It was, however, soon found that the holders of the city's outstanding obligations bearing 6 and 7 per cent had little desire to exchange them for the proposed issue at a lower rate of interest. Another plan was therefore evolved. In 1881 a special committee was appointed to "ascertain as nearly as possible the valid indebtedness of the City of New Orleans * * * and to enter at once into negotiations with the creditors of the city * * * and present a just and equitable plan of settlement." The report of this committee, presented in February, 1882, appraised the debt at \$24,000,000. As a result of its investigations Act 52 of 1882 was passed by the State Legislature, by which all valid outstanding bonds, other than premium bonds, were extended for forty years from January 1, 1883, at 6 per cent interest, but the privilege was reserved to the city to call in bonds so extended for payment at par after the year 1895 upon three months' notice of its intention. The holders of the old bonds, with comparatively few exceptions, agreed to the proposed extension. There were, however, left outstanding about \$100,000 of 7 per cent bonds of 1872, and a number of the consolidated bonds of 1852. The former are still outstanding, but the latter finally fell due in 1892 and were paid and refunded into 4 per cent bonds under legislation enacted subsequent to the date under consideration.

With the election of Mr. Walmsley to the presidency of the board the real achievements of the board may be said to have begun. In preceding years the board had, as it were, been merely gathering up the loose ends of the city finances and preparing the way for the latter substantial achievement. With Mr. Walmsley's accession, however, came new methods of financing, which were destined within comparatively short time to produce results scarcely anticipated by the members of the Legislature which passed the act creating the board. The debts bearing 6 and 7 per cent were now approaching maturity. It was also necessary to pay the judgment rendered against the city in the celebrated Gaines case. The board therefore went before the State Legislature in 1890 and secured permission to issue \$10,000,000 of constitutional bonds of the City of New Orleans, bearing 4 per cent interest per annum, and dated

July 1, 1892, for the purpose of refunding the city debt. But in the year 1894, perceiving that the financial situation was such that the refunding plan could not continue to be carried on successfully, the board, upon the advice of President Walmsley, secured from the State Legislature an authorization to pay a commission to brokers negotiating the sale of the bonds, which inducement was sufficient to cause the prompt disposal of \$4,503,000 of the bonds—sufficient to cover the indebtedness of the moment, excepting the premium bonds. A like amount of the extended bonds bearing 6 per cent interest per annum, the maturity of which was originally extended for the period of forty years from the 1st of January, 1883 ("provided the city shall have the right to call in said bonds so renewed or extended for payment at par after the year 1895"), were called in for redemption and paid in anticipation of their callable date.

Through Mr. Walmsley's personal influence with the stockholders of the Louisiana National Bank the first of the refunding series (constitutional bonds) was successfully put through.

In the early '90s for the first time since the Civil war city 4 per cent bonds sold at par.

A few years later another portion of the 4 per cent constitutional bonds were sold to redeem certified bonds and certificates, all of which were bearing 6 per cent interest. The final sales of the constitutional 4s were made at from 105.01 to 107.25, the price afterwards going as high as 110.

The refunding of all the old issues of bonds by the issuance of the constitutional 4s paved the way for later issues of other classes of bonds. In the year 1898 the city issued \$233,000 of floating debt bonds bearing 4 per cent and having fifty years to run, which were authorized for the purpose of taking up certain floating debts of the City of New Orleans. The city was supposed to turn over to the Board of Liquidation certain back taxes from the years 1879 to 1895 for the purpose of redeeming these bonds. As a matter of fact, these back taxes never became available for this purpose. The bonds were actually secured only by the good faith of the City of New Orleans. However, the Board of Liquidation, out of free funds in its hands derived from interest received from daily balances in bank, has taken care of the interest when due on these bonds, and has purchased and redeemed \$15,000 of the bonds themselves.

The finances of New Orleans were thus put upon a very satisfactory basis. There appeared to be no further need of this sort of work, when upon the initiation of Mr. Brittin a conference was called of the members of the city council, of which he was president, for the purpose of considering matters connected with the drainage and sewerage of the city. This meeting was held in the mayor's parlor on November 17, 1898. A committee was appointed by this meeting, with Mr. Brittin as chairman, which ultimately adopted his views and formulated a plan destined to result eventually in the great system of drainage and sewerage that is now being carried to completion in this city. It thus became necessary to float additional bonds to pay for the contemplated improvements. E. H. Farrar, a prominent attorney, volunteered to draw up the necessary legislation. He received no fee for very onerous and responsible work. This legislation was submitted to the Legislature and resulted in the passage of a constitutional amendment authorizing the City of New Orleans to issue \$12,000,000 of public improvement bonds bearing 4 per cent interest to be devoted exclusively to the

installation of a modern system of sanitation, including waterworks, sewers and drainage canals. In order properly to secure these bonds the constitutional amendment capitalized the 1 per cent debt tax levied under the act of 1890, and, more especially, that part of the surplus which under the original law was transferred to the permanent public improvement fund, and which had of course become larger from year to year as the assessment increased. That there should be no question about the security of these new bonds and to insure their advantageous sale, the citizens of New Orleans voted an additional special tax of two mills. At the same time the 1 per cent debt tax, which was originally only voted until 1942 (when the last constitutional 4s would be paid), was extended until 1950, that being the date of the ultimate maturity of the public improvement bonds. The entire issue of \$12,000,000 was sold at a premium of \$46.19 per bond.

Within a few years, however, it became apparent that the funds realized from the sale of the \$12,000,000 public improvement bonds would be insufficient to complete the proposed installation. The assessment of the city had, however, increased notably. In 1906 the figures stood \$204,585,967, as against \$139,235,101 only six years previously. It was therefore possible to capitalize still further the surplus remaining out of the 1 per cent debt tax and the special two-mill water, sewage and drainage tax. Looking to that end, the State Legislature passed Act 19 of 1906, authorizing the city to issue a total of \$8,000,000 "new public improvement bonds." These bonds bore 4 per cent interest, and were intended to defray the expenses connected with completing the water, sewage and drainage system. This act was subsequently incorporated in the state constitution. Under this amendment the surplus remaining out of the 1 per cent debt tax and the two-mill sewage, water and drainage tax—after meeting, first, the premium bonds; secondly, the \$10,000,000 constitutional 4s; and, thirdly, the \$12,000,000 public improvement 4s—was assigned towards the payment of the principal and interest of these new bonds. Although these bonds are to run till 1942, the Board of Liquidation has the option, after 1928, after providing for the interest and sinking fund required in connection with previous bond issues, of devoting the surplus to the retirement of these new bonds by lot. In all probability this privilege will be exercised to retire the last of these bonds long before the date of their ultimate maturity. But, anticipating the remote possibility that the city should not to be in a position to provide a sinking fund for the retirement of these bonds by 1942, the amendment stipulates that all of these bonds remaining unpaid at that time shall be extended for a period of twenty years, with the same interest and the same right to call, and the 1 per cent debt tax will in that event be extended also, with the further condition, that from 1950 on the entire proceeds of this tax shall be used to pay interest and principal on such of these bonds as may then be outstanding.

The remaining bond issues and the other recent financial operations of the board can be only very briefly described here.

The building of the new courthouse in New Orleans occasioned the flotation of another issue of bonds. These were issued under an act of the State Legislature passed in 1904. They bear 5 per cent per annum. In all, \$750,000 of these bonds were issued. The act requires the city to appropriate out of the annual reserve fund \$41,000 to be turned over to the Board of Liquidation, to be applied to the payment of the semi-

annual interest on these bonds, the surplus remaining, if any, after paying such interest, to be utilized in the retirement of the bonds, calling them in in the reverse order of their issue. Under this provision \$40,000 of these bonds have already been retired.

Two years later the Legislature authorized another issue of \$200,000 in bonds to pay back salaries due certain school teachers and portresses for the years 1885-1887. Of these bonds \$198,000 were issued at 4 per cent. As one-half of the surplus of the 1 per cent debt tax was under the law payable to the public schools, the Board of Liquidation was empowered to hold out of that fund money sufficient to pay the interest on these bonds. The act also required the board to set aside, beginning in 1917, sufficient funds to retire the entire issue on or before January 1, 1927, but in 1916 a fresh constitutional amendment was carried whereby these bonds were ordered paid immediately, which was accordingly done, and these bonds are no longer to be listed among the city's liabilities.

In 1914 the beautification of Audubon Park necessitated the issuance of bonds to the amount of \$100,000 at 5 per cent per annum. These bonds were secured in the same manner as the courthouse bonds—that is, the city is required to set aside out of the reserve fund annually the sum of \$20,000, of which \$5,000 per annum during the first three years and \$6,000 annually thereafter as long as necessary shall be paid to the Board of Liquidation to form a special fund to pay the semi-annual interest, while the remainder is to be applied to the gradual retirement of the principal. The entire issue was floated, but the board has been able to retire \$2,000 since that date.

The most important financial operation undertaken by the Board of Liquidation in recent years was the bond issue floated under the authority of Act 4 of 1916, passed by the State Legislature and subsequently incorporated in the state constitution. This issue was necessitated by the accumulation of various indebtedness, particularly that due to the anticipation of revenues for public improvements. To meet these obligations the board was empowered to issue \$9,000,000 serial gold bonds bearing $4\frac{1}{2}$ per cent interest per annum, but it has been found necessary to sell so far only \$4,500,000. The one-half of the surplus of the 1 per cent debt tax previously dedicated to the public schools has, by the act, been set aside for the payment of the principal and interest of this bond issue. It is provided, moreover, that if for any reason this fund should ever prove insufficient to take care of these bonds, the city shall levy a special tax upon all taxable property adequate to pay both principal and interest. The revenue thus lost to the schools is compensated by a direct tax instituted for their benefit by the amendment to the constitution.

The serial maturities of these bonds, were so fixed that the amount of bonds retired each year increases as the amount of interest decreases; in other words, the total amount required to pay principal and interest will be about the same annually, but the total dedicated to the former purpose will augment in proportion as the latter diminishes. Under the act all matters connected with the issue of these bonds are placed under the control of the Board of Liquidation, which, therefore, is perpetuated in office until the last one of the bonds shall have been paid.

The board possesses the authority to call in and refund any of the existing bond issues whenever it finds that course possible or advantageous after the bonds attain their callable date. While nothing of the sort can be done until after 1928, at the earliest, still the law is

broad enough and looks far enough ahead to invest the board with the right to issue bonds for refunding purposes, if by so doing it deems it possible to save the taxpayers' money or otherwise improve the financial condition of the city. This important privilege, which the board derives from the constitutional amendment of 1916, goes another step forward by providing for the financing of any additional improvements which the city may undertake. It is foreseen that the growth of New Orleans will be rapid and that inevitably it will become necessary to expand the municipal utilities in various ways. But while the board has the right to issue bonds to provide the money necessary for these purposes, the city is restrained from indulging in any extravagance in this direction by certain definite and very reasonable provisions. It is highly desirable that the amount of the debt should not be increased beyond the limits which will be regarded everywhere as safe under all circumstances.

These restrictions, therefore, include the stipulation that, while the city can issue bonds to the amount of \$500,000 at any time under joint resolutions by the Board of Liquidation and the Commission Council to meet such emergency, such as fire, flood or pestilence, no other bonds can hereafter be floated without submitting the proposition to the vote of the taxpayers of the City of New Orleans. Only after a majority both in number and amount of taxable property has signified its approval can the projected issue be made, and not even then, unless the total outstanding debt of the city is less than 10 per cent of the total assessed valuation of its property. As the city's assessments in 1917 were \$255,476,976, and has grown steadily ever since, the present bonded debt is well within the limit. At the present moment, if so desired, the city could therefore issue further securities under the authority given by Act 4 of 1916.

In closing this rapid sketch of the financial history of the city, it may be well to append a brief explanation of the "reserve fund" and the "1 per cent debt tax" so frequently mentioned in the foregoing pages. The city now levies a 6½-mill "alimony" tax, a 3½-mill school tax, a 1 per cent "debt" tax, and a 2-mill "sewage, water and drainage" tax. These four taxes are separate and distinct from one another. Of the income from the 6½-mill tax, the city spends 80 per cent for general purposes, the remainder constitutes the "reserve fund." This fund is augmented by 20 per cent of the income from other sources, such as fines, fees, etc. The reserve fund, as such, was available for public improvements only. In recent years the fund has averaged about \$800,000 per annum. Out of this total the city is obliged by law to allot \$41,000 to the Board of Liquidation on account of the courthouse bonds, \$20,000 towards the Audubon Park bonds and \$15,000 to the City Park fund. For some time the remainder was practically all absorbed in the payment of principal and interest due semi-annually on the "anticipated revenues" already expended. The "anticipated revenues" represented sums spent by the city some years in advance of the collection of its alimony under a system popular with American municipalities whereby the payment for public improvements was transferred to the future. Recently, however, the Board of Liquidation undertook to care for these debts also. Thus the reserve fund, properly so called, has become largely available for other purposes.^a

^a Horace P. Phillips, "The Bonded Debt in the City of New Orleans," *Louisiana Historical Quarterly*, October, 1920, 396-611.

Following is a statement by years of the city debt from its inception to the present day:

1830.....	\$ 300,000.00	1875.....	\$22,041,378.60
1831.....	300,000.00	1876.....	21,369,727.90
1832.....	300,000.00	1877.....	21,260,452.46
1833.....	1,327,000.00	1878.....	20,671,903.96
1834.....	2,081,000.00	1879.....	17,896,970.27
1835.....	2,390,000.00	1880.....	17,976,170.15
1836.....	2,982,000.00	1881.....	17,352,933.34
1837.....	3,378,000.00	1882.....	17,407,169.81
1838.....	3,953,000.00	1883.....	19,418,079.41
1839.....	4,338,660.00	1884.....	19,832,597.01
1840.....	4,399,660.00	1885.....	20,159,315.33
1841.....	4,483,660.00	1886.....	21,310,822.48
1842.....	4,483,660.00	1887.....	21,247,122.05
1843.....	4,483,660.00	1888.....	21,279,340.92
1844.....	4,483,660.00	1889.....	21,373,796.25
1845.....	4,488,660.00	1890.....	21,072,064.62
1846.....	4,429,880.98	1891.....	20,705,797.23
1847.....	4,863,856.58	1892.....	21,397,295.72
1848.....	5,032,319.07	1893.....	21,001,550.28
1849.....	5,694,590.52	1894.....	20,811,741.50
1850.....	5,663,638.39	1895.....	20,680,396.00
1851.....	5,509,620.39	1896.....	20,555,312.50
1852*.....	7,694,746.26	1897.....	20,416,835.00
1852.....	7,903,937.27	1898.....	20,444,296.50
1853*.....	8,716,516.54	1899.....	20,342,466.50
1854.....	11,774,261.91	1900.....	20,206,604.50
1855.....	12,279,667.71	1901.....	23,442,769.50
1856.....	11,939,086.25	1902.....	23,867,000.00
1857.....	11,792,136.25	1903.....	23,572,451.00
1858.....	11,659,136.25	1904.....	24,167,276.50
1859.....	11,453,136.25	1905.....	24,947,576.50
1860.....	11,252,136.25	1906.....	25,104,713.50
1861.....	10,974,136.25	1907.....	26,763,895.00
1862.....	10,930,136.25	1908.....	30,414,405.00
1863.....	10,494,136.25	1909.....	32,527,581.00
1864.....	10,447,136.25	1910.....	32,155,862.50
1865.....	10,357,476.25	1911.....	38,828,004.50
1866.....	10,045,656.25	1912.....	38,400,517.50
1867.....	9,930,096.25	1913.....	37,937,568.50
1868.....	10,762,912.58	1914.....	37,499,229.50
1869.....	15,256,550.00	1915.....	37,088,613.50
1870.....	17,436,700.00	1916.....	36,601,145.50
1871.....	19,415,748.00	1917.....	40,408,812.50
1872.....	22,246,378.00	1918.....	39,898,231.00
1873.....	22,329,696.18	1919.....	39,304,648.00
1874.....	22,812,179.89	1920.....	38,594,954.00

* April 1.

The following table shows the state of the bonded debt of New Orleans on December 31, 1919:

NAME	Amount	Maturity	Interest	Annual Interest	Dated
Constitutional Bonds (Coupons).....	\$9,722,000.00				
“ “ (Regis. Certificates)...	278,000.00	1942, July 1	4 per cent.	\$400,000.00	July 1, 1892
Premium Bonds.....	\$1,156,480.00	{ Allotted Semi- annually }			
Accrued Interest on Outstanding Premium Bonds to Jan. 15, 1920.....	2,573,168.00	As Allotted	5 per cent.	.....	Sept. 1, 1875
Public Improvement Bonds (1950).....	12,000,000.00	1950, July 1	4 per cent.	480,000.00	July 1, 1900
New Public Improvement Bonds.....	8,000,000.00	1942, Jan. 1	4 per cent.	320,000.00	Jan. 1, 1907
Floating Debt Bonds.....	218,000.00	1948, Oct. 1	4 per cent.	8,720.00	Oct. 1, 1898
Gold Bonds.....	117,000.00	1922, July 1	7 per cent.	8,190.00	July 1, 1872
Court House Bonds.....	697,000.00	1955, Jan. 1	5 per cent.	34,850.00	Jan. 1, 1905
Audubon Park Bonds.....	98,000.00	Various	5 per cent.	4,900.00	Jan. 1, 1915
Serial Gold Bonds (Coupons).....	\$4,200,000.00				
“ “ (Regis. Certificates).....	245,000.00	Various	4½ per cent.	200,025.00	Jan. 1, 1917
Total.....	\$39,304,648.00	.....	.....	\$1,456,685.00	

CHAPTER XXXVIII

THE WORK OF THE DOCK BOARD

"Two ports only, New Orleans and San Francisco," observes Herbert Knox Smith, in a famous report on the commerce of the United States, "are noteworthy for their high degree of public ownership, control, efficiency, and equipment." And he adds: "New Orleans is one of the most important as well as one of the most interesting harbors in the country, particularly in its advanced terminal facilities, its organization, and its methods of public administration," and, "in general, the physical conditions, control and organization of the harbor of New Orleans are worthy of careful study by other municipalities, as an example of a modern system of a well-equipped and co-ordinated harbor, with a high degree of public control."¹ This fortunate result has not been attained without long labor and in the face of grave obstacles. War, pestilence, and other disadvantages have had to be overcome; erroneous theories of administration have been experimented with, to be discarded only after much mischief had been done; and the public mind, trained away from habits of co-operative endeavor, has had to be educated at much expense of time and money.²

Few, among the great ports of the United States, are so fortunately located as New Orleans. It is in communication by a vast system of navigable inland waterways with practically all parts of the Mississippi Valley. Its situation is equally favorable with regard to Mexico, Central America, South America, and the West Indies. Through the Panama Canal it has access to the western ports of North and South America, and the Orient. Moreover, the fact that it is removed from the sea a distance of 110 miles insures to shipping protection from the effects of most of the storms which sweep over the Gulf of Mexico. The river in front of the city varies in width from one-half to three-quarters of a mile, and in depth, from 40 to 100 feet within ten feet of the shore line. The port is capable of indefinite expansion. It is served by twelve lines of railroad, nine of which are trunk lines. These advantages indicate that the rapid growth of recent years will continue on a constantly expanding scale in the future.

The history of the port can be traced back to the beginning of the city. Under the act of Congress admitting Louisiana into the Union, the state, as sovereign, has control of navigable streams and harbors. Since the state must necessarily act through an agent in administering the trust, as early as 1827 we find that the administration of the port was committed to the city. The Act of March 9, 1827, "made it the duty of the council to regulate the port of New Orleans, so as to admit ships and other sea vessels to anchor along the levee from Esplanade Street to Canal Street, and so as to admit steamboats to moor at the levee from

¹ Report of Commissioner of Corporations on Transportation by Water in the United States, Part III. Water Terminals. September 26, 1910, pp. 15, 16.

² W. B. Thompson. Address before the Liberal Institute, March 31, 1912, on "Our Public Ownership, Control, and Operation of Terminal Facilities at the Port of New Orleans," published in "Facts About the Port of New Orleans, Compiled by the Board of Port Commissioners," pp. 40-51.

Canal Street to Notre Dame Street." The charter granted to New Orleans by the State Legislature in 1836 specifically grants to the city the administration of the port, with the right to fix and collect wharfage rates.³ The city was slow in taking advantage of the latter privilege, and still slower in recognizing the possibilities implied therein.

From 1835 to 1865 the city administered its own wharves. But, in the latter year, the financial condition of New Orleans was such as to render the continuance of municipal control impossible. A contract was therefore made with the firm of Eager, Ellerman & Co. to take over this important department. The contract ran till 1881. During this period the limits of the port were gradually extended from Louisiana Avenue and the lower limits of Jefferson City, to Jordan Avenue. The wharves were not built continuously along the whole length of the river front. Long stretches of empty levee intervened between the units of the system. There were a few scattered wharves in the Third District. There was a connected stretch of wharves from Market Street to a point above Soraparu. There was another wharf at Seventh Street. At Eighth Street there were piers or slips. The Cromwell Steamship Company had wharves in the Second District. The steamboat wharves ran from Julia Street down to St. Louis. The most difficult problem which the lessees had to face, however, was not the building of new wharves, but the preservation of those already in existence through each recurring spring, when the river rose to flood levels. At the close of every winter they stripped the piers and outer wharves, and allowed the piles to be swept away by the rising waters.

In 1875 the first definite scale of charges was established by the City Council.

A new lease was made in 1881, with the firm of Joseph A. Aiken & Company, which ran till 1891. The agreement provided that the company should expend \$25,000 per annum in making improvements, and pay an additional sum of \$40,000 per annum for policing the harbor and providing the services of other employees, as needed. Their jurisdiction extended from Louisiana Avenue to Jordan Avenue. There were sixty-six wharves and a wharf for river steamers and barges 1½ miles long. The company at once began to build wharves. In a short time the pier or slip system was done away with entirely. It remained for Joseph A. Aiken & Company to solve the problem of saving the wharves during high water. It was found that the sand and mud driven under the docks by the action of the current, and deposited there during high water, cut the piling and was forced out when the river fell. One of the company's first acts was to purchase a powerful tug boat. By backing this vessel up to the wharves, and working her propeller at the highest possible speed, the accumulation of mud and sand was washed out. In this way it was found possible to preserve the wharves through the annually recurring period of danger.

During the first year of their lease, Aiken & Company expended \$58,000 in retvetting the levee between Piety Street and Jordan Avenue, wherever no wharves existed. They were required to maintain this levee. Although the company expended annually in new constructions the sum

³ Preliminary report of the Inland Waterways Commission (1908), pp. 147-148. For these references I am indebted to Prof. M. J. White, of the Department of History, Tulane University of Louisiana, whose paper "New Orleans as a port," read before the American Historical Society, is a valuable study of the recent history of the port.

stipulated in their contract with the city, the work did not have the lasting character of the improvements made by the Board of Commissioners of the port since 1901. The wharves built under this lease being temporary in character were, therefore, not to be depended on for any considerable period. There were on the whole river front no sheds for the protection of freight, except those at the foot of Erato Street, over the Illinois Central landing. These sheds were built of wood, and were unimportant, both in extent and type of construction. As the lease drew to a close, it was found that the existing wharf system, such as it was, owing to the conditions under which it was evolved, was in a bad state of repair.

On April 25, 1891, the City Council adopted Ordinance 5256, providing for a reconstruction of the wharf system by the municipality, through farming out of the revenues. This ordinance was passed in anticipation of the termination of the lease with Joseph A. Aiken & Company. The comptroller was instructed to advertise for bids for sealed proposals for a further lease, under the terms and conditions prescribed in the new law. Among the bidders who appeared and submitted proposals were Joseph A. Aiken & Company, and Charles K. Burdeau. The latter bid was \$465,000, to be expended for improvements on the river front during the first two years of the lease. This bid was accepted. Thereupon the successful bidder and associates formed the Louisiana Construction & Improvement Company. The principal stockholders in this corporation, aside from Mr. Burdeau himself, were James D. Houston, M. D. Lagan, M. D. Lagan, Jr., Mrs. Catherine M. Aiken, Walter R. Wasson, E. T. Leche, Maurice J. Hart, and John C. Bach. On May 20, 1891, the transfer of Mr. Burdeau's lease was authorized by the City Council to this company.

The ordinance by which the Louisiana Construction & Improvement Company thus acquired control of the wharves was full and elaborate. It was especially explicit with regard to the obligations of the lessees. The rates, charges, wharfage, etc., were to continue the same as they had been under the agreement with Joseph A. Aiken & Company, the principal of these being: wharfage on all ships and other docked vessels, steamships, etc., 1,000 tons and under, 20 cents per ton; excess over 1,000 tons, 15 cents per ton. The rate applied to all barges and sailing vessels, and an extra charge of one-third of these rates was to be paid by all vessels remaining in port over two months, the charges to be recovered before departure. Another charge of one-third the rates was made in addition to the first extra charge on vessels remaining in port over four months. There was a discount of 20 per cent allowed on these rates, in certain contingencies hereafter referred to.

Wharfage on steamboats not over five days in port was fixed at 10 cents per ton, and for each day thereafter, \$5. Wharfage on boats arriving and departing more than once a week was assessed at 5 cents per ton for each trip. Wharfage on vessels laid up during the summer months and occupying such space as was not required for shipping, was assessed at \$2 per day for the first 31 days, and \$1 per day for each subsequent day. The same charge was made on barges, flatboats, etc. When not lying at wharves or piers, but tied up alongside the levee, where suitable conveniences were available, steamboats were to be charged \$1 per day; ships and steamships, 5 cents per ton for every 60 days;

flatboats and barges, 2 cents per foot; rafts, 3 cents per log; and a charge of \$3 was exacted for each flatboat broken up and sold for cordwood.

Pirogues and other craft of from 5 to 15 tons, trading with the city were required to purchase a license which cost \$15 under penalty of a fine of \$50 and prohibition to engage further in business in the port. All steam towing vessels, as a condition precedent to doing business in the harbor, were required to procure a license costing \$150, under a penalty of a \$250 fine and forfeiture of the right to do business. Barges, flatboats and other craft not using steam, engaged in transporting brick and other building material or produce to the city, not measuring over 25 tons, were to pay \$30 per year; the same kind of vessels, averaging over 25 tons but not exceeding 50 tons burden, \$60 per annum; over 50 tons and under 75 tons, \$80 per annum; over 75 tons and under 100 tons, \$120 per annum; and over 100 tons, \$200 per annum. Scows and coastwise pirogues of not more than 25 tons, not trading directly with the City of New Orleans, were charged \$2 per trip. A section of Ordinance 3112, adopted by the City Council, May 12, 1875, which was embodied in the new ordinance, made provision for vessels coming into port in ballast. Such vessels were allowed five days in which to discharge their ballast, providing that the ballast were sold to the city. Vessels which loaded grain after discharging ballast, were required to pay 5 cents per ton for the first fifteen days, and one-third of a cent per ton for each day thereafter. All government vessels were to be allowed to use the wharves without charge. Vessels in distress entering the port were required to pay only half of the existing rates.

Under the ordinance by which the Louisiana Construction & Improvement Company was placed in control of the river front, the existing improvements were transferred to its care. These improvements comprised wharves already constructed in the First, Second, Third and Fourth districts, from Toledano Street to Piety. The ferry and nuisance wharves, and all private wharves, within these limits, were, however, exempt from the new company's control, until the grants whereby they were held should expire, when they, too, should fall under the jurisdiction of the company. The wharf space was defined as extending from the water line to the street, a distance which varied considerably, from 48 to 100 feet.

One of the principal stipulations in the contract was that the Louisiana Construction & Improvement Company should accept the existing wharves in the condition in which they were on May 29, 1891, and that the lessees should keep them in repair and good order; should provide "inclines" to the steamboat wharves, and build such additional wharves as might be necessary, provided that the expenditures necessitated by such work should not exceed \$35,000 per annum. These provisions, of course, did not apply to the ferry, nuisance, and private wharves until such time as they, too, came under the control of the leasing corporation. The lessees were also required to put in order immediately the landing in the First, Second, Third and Fourth districts, and to grade them from the outer edge, covering the grading with some hard substance—gravel, lake shell, or oyster shell. The landings were to be raised to the grade established by the Orleans Levee Board. All the landings were to be lighted by electricity from Toledano Street down to Poland. The subdivisions of the wharves were to be marked by signs with white letters painted on a white field.

The wharves between Harmony and Ninth streets, except the portion between Eighth and Ninth streets, and those at the head of Soraparu Street, were to be used by steamships and sailing vessels. A space 250 feet long immediately below the West India & Pacific Steamship Company's wharf was set aside for the use of flatboats and stave carrying boats. A salt wharf was established between Fourth and Fifth street,* and an incline between First and Second streets, was set apart for the use of salt carrying barges and vessels. The wharf between the New Orleans Gas Light Company's wharf at Race Street and Market Street, was assigned to the use of coal vessels. From Henderson Street to the upper line of the New Orleans & Pacific Railway wharf was reserved for the use of steamships. From the lower end of that wharf to a point 250 feet below the Louisville & Nashville Railroad landing, the wharf was to be used by both steamships and sailing vessels. A space of 650 feet below the point just described was set apart for barges; below that space, the river front as far as St. Louis Street was for the use of steamboats; and between the steamboat landing and the lower end of the Harrison line wharf, for steamships and sailing vessels. The "Picayune" tier, which extended from the Harrison line wharf to the foot of St. Philip Street, was assigned to steamboats and sailing vessels. Another section between St. Philip and Ursuline street became the regular landing place of the picturesque luggers manned by Italian and Malay fishermen and trading between the city and the sea coast west of the mouth of the Mississippi. Finally, the interval between Ursuline Street and the lower end of the New Orleans & Northeastern wharf was assigned to steamships.

The distribution of space described above is interesting. It was evidently made arbitrarily. There was no attempt to adjust the landing places to meet particular requirements—no scientific allotment of wharves to the needs of various classes of sea-going vessels entering the port. The idea of such distribution was practically unknown at this time. It was to come later, and was brought to a relatively high degree of efficiency only after the construction of the Public Belt Railroad.

In consideration of the lease on these conditions, the lessees agreed to pay the city annually the sum of \$40,000, of which \$30,000 was to defray the expenses connected with policing the harbor, and the remainder was to be devoted to the salaries of wharfingers and other employees. The lessees also took over the plant of the previous lessees, Aiken & Company, at a price fixed by a board of appraisers, on which the company appointed one member, the city another, and these two jointly selected the third member. The Louisiana Construction & Improvement Company was required by its contract of lease to expend the sum of \$465,000 between 1891 and 1893. As soon as the company took charge, the work of reconstruction and of building new wharves began. The total outlay in the first two years of the lease was about \$350,000—or less only by \$100,000 than the sum stipulated in the contract. In the ten years over which the company's control of the wharves extended, it practically rebuilt the entire wharf system. After the first two years the annual expenditures fell to the sum stipulated in the ordinance—\$35,000 per annum. On May 28, 1891, a reduction of twenty per cent was made in all the port charges. This was done in accordance

* Now Washington Avenue.

with the provisions of Ordinance 3112, adopted by the Council, in 1875. The reduction as contemplated in that measure was to continue to May 20, 1901. This particular feature of the ordinance of 1875 was incorporated in the lease to the Louisiana Construction & Improvement Company. In spite of the large outlay involved in the improvement of the wharves, and notwithstanding this reduction in the fees and charges, the company had a paying investment. Apart from the construction of new wharves and the repair of old ones, little or nothing was done in the way of structural work. Only two or three sheds were erected on the railroad wharves, and these were frail, wooden buildings.

In 1896 the Illinois Central Railroad Company obtained a grant from the city of that portion of the river front from Louisiana Avenue to Napoleon Avenue. The Louisiana Construction & Improvement Company naturally contested the legality of this concession. The matter was taken into court, and the company obtained decisions in its favor both in the District and in the State Supreme Courts. But the Constitutional Convention held in New Orleans in 1898 confirmed the grant and incorporated the same in the State Constitution. On the site the Illinois Central then erected the great Stuyvesant Docks. This extensive plant was destroyed by fire in 1905 and immediately afterwards rebuilt on a larger and more substantial scale.⁵

Prior to 1888 the limits of the Port of New Orleans were co-terminous with the boundaries of the Parish of Orleans. In that year, however, an act of Congress extended the city front so as to include a portion of Jefferson Parish. "New Orleans," reads this enactment, "shall be a port of entry, to include the Parish of Orleans and that portion of the Parish of Jefferson lying between the Mississippi River and Lake Pontchartrain, and between the upper line of the Parish of Orleans, left bank, and a line running parallel thereto, commencing at the Mississippi River, at the upper line of the City of Carrollton, and extending to Lake Pontchartrain."⁶ An act of Congress passed at same time added to the Port of New Orleans that portion of Jefferson Parish known as Southport, where important railroad docks were situated. "The limits of the port of entry of the City of New Orleans, Louisiana, shall be and the same are hereby extended so as to include that portion of the Parish of Jefferson lying between the Mississippi River, Lake Pontchartrain, the upper line of the Parish of Orleans, left bank, and a line running parallel thereto, commencing at the Mississippi River at a point two miles above the upper line of the said Parish of Orleans, and extending to Lake Pontchartrain." In 1896 the port limits were further extended to include a portion of Jefferson Parish on the opposite side of the river, including the terminal docks at Westwego, and also a portion of St. Bernard Parish, where the Chalmette Terminals, controlled by the New Orleans & North Eastern Railroad, were located and where subsequently the docks of the New Orleans Terminal Company were erected at a cost of \$2,000,000. The act making these extensions was approved March 20, 1896. "The limits of the port of entry of New Orleans," runs the essential portion of this law, "shall be, and the same are hereby extended, so as to include that portion of the Parish of Jefferson on the west bank of the Mississippi

⁵ This frontage is subject to expropriation by the Board of Commissioners of the Port of New Orleans, at any time, under article 290 of the Constitution of the State of Louisiana.

⁶ Section 2568, Revised Statutes of the United States, approved July 23, 1888.

lying between the upper line of the Parish of Orleans, west bank, the west bank of the said river to a point opposite the upper boundary line of the Parish of Orleans, east bank, a line drawn thence back 4,000 feet, perpendicular to said river, and a line drawn thence parallel to the Mississippi until it intersects said upper parish boundary line, west bank; and so as to further include that portion of the Parish of St. Bernard lying between the lower boundary line of the Parish of Orleans, east bank, the east bank of the Mississippi River to a point three miles below said lower boundary, a line drawn thence back 4,000 feet parallel to the Mississippi River until it intersects said lower boundary line of the Parish of Orleans."

On the expiration of the Louisiana Construction & Improvement Company's lease on May 29, 1901, the control of the wharf system passed into the hands of the Board of Commissioners of the Port of New Orleans. As the time approached for the lease to end, a number of public spirited citizens in New Orleans, animated by the desire to see the wharves brought once more under the control of the people, so that the same might be operated in the interest of shipping on a strictly maintenance basis, took up the matter with the commercial bodies of the city. As a result an act was introduced into the State Legislature at its session in 1896, providing for the creation of a board which would take over control of the entire Port of New Orleans as the agent of the state. A special reason in favor of this action existed in the extension of the Port limits. It will be seen from the foregoing resume of the various acts of Congress that, in 1901, the boundary of the port had been extended over three parishes, namely, Orleans, Jefferson and St. Bernard, with the result that a ship entering the port often had to pay three parishes their several sets of fees in order to satisfy the requirements of the three parishes forming one port. It was clear that only by concentrating authority in the hands of a single organization, having jurisdiction over the entire port, could the disadvantages under which commerce thus labored, be cured.

The act passed by the Legislature in 1896 provided for the creation of a board of five members, to be selected from among the residents of the Parishes of Orleans, Jefferson and St. Bernard, who, at the time of their appointment, should be prominently identified with the commerce or business interests of the port. One commissioner was to hold office for three years, one for four years, one for five years, one for six years, and one for seven years. At the end of each term the governor was empowered to appoint a successor to serve five years. The board, however, had the power to fill vacancies occurring through death, resignation, or otherwise. This board was invested with power "to regulate the commerce and traffic of the Harbor of New Orleans * * * to have and enjoy all the rights, powers and immunities incident to corporations; * * * to take charge of and administer the public wharves of the Port of New Orleans; to construct new wharves where necessary and erect sheds thereupon; to protect merchandise in transit; to place and keep the wharves, sheds, levees, and approaches in good condition; to maintain sufficient depth of water and provide for lighting and policing such wharves and sheds."

In order to provide a revenue to meet the expenses of the board, the board was authorized "to charge upon the shipping visiting the port, for the use of the wharves, etc., of the Port of New Orleans, not exceeding

one per cent net register per ton per twenty-four hours (commencing at midnight just preceding the arrival of the vessel) for the first six days, providing that the minimum charge upon sea-going vessels shall not be less than \$5. Where sheds are provided by the said Board of Commissioners, shipping using same shall pay an additional charge of one-half cent per net register ton for twenty-four hours (to be calculated same as above), said charges, however, in any case, not to exceed cost of construction, maintenance and management of said improvements." But it was stipulated that "should the income within the maximum rates herein authorized be more than sufficient to carry out the duties of the commissioners, they shall make said charges conform to the necessary expenditures. Should the total amount paid by any vessel reach 6 cents per net ton * * * the vessel shall not be liable for any further sum until after she has remained at the wharves thirty days. The charges on barges, steamboats and other river craft and luggers shall be carefully calculated by the commissioners and the reduction in same shall accord with the charges on seagoing vessels."

The board was further authorized to appoint a suitable number of persons, not to exceed five, to be known as Deputy Commissioners, to perform the duties previously discharged by officials known as wharfingers, harbor masters, masters, wardens, etc. To compensate these officials a fee not to exceed \$10 might be levied upon all vessels arriving in ballast or loaded with green fruit, and a further sum of \$5 for vessels with general cargo, and a fee of \$1 might be collected for each copy of certificates of inspection of hatches, surveys of cargo, etc. From among the deputy commissioners the board was directed to appoint a superintendent, to be the executive officer of the port. The closing section of the act contained provisions authorizing the acquisition of the lease of the Louisiana Construction & Improvement Company, either by purchase or appropriation; and making it the duty of the City Council of New Orleans to provide the money necessary to carry out this provision.⁷

As a matter of fact, however, the board did not immediately avail itself of the rights conferred by this concluding section of the act. From the time the board came into existence—September 5, 1896—till the expiration of the lease of the Louisiana Construction & Improvement Company on May 29, 1901, the commissioners contented themselves with discharging the duties formerly performed by the commissioners of public works, harbor masters and port wardens in connection with the administration of the port. The funds in the city treasury were appropriated to other important enterprises, and the city was thus financially unable to provide the means necessary to purchase or expropriate the lease in advance of its expiration, as the act of 1896 contemplated.⁸ In 1900, the lease being about to expire by limitation the State Legislature re-enacted the legislation, reducing the port charges and bringing the landings under the jurisdiction of the board.

Pursuant to the authority thus granted the Governor of Louisiana proceeded to appoint the first Board of Commissioners of the Port of New Orleans. In the month of September, 1896, Hugh McCloskey, a well known business man, and W. A. Kernaghan, a prominent real estate dealer, both of New Orleans, were appointed. They were the first com-

⁷ Act No. 70 of 1896, State of Louisiana, approved July 9, 1896.

⁸ Preliminary Report of the Inland Waterways Commission, p. 148.

missioners. The board formally began its duties on September 3, 1896, but did not take charge of the wharf system until the expiration of the Louisiana Construction & Improvement Company's lease in May, 1901. Branch M. King was the third member of the board. Wm. H. Byrnes was appointed to the board in 1899. The death of Mr. King in 1905 created a vacancy which was filled by the appointment of Jeff D. Hardin. Colonel Byrnes died in 1910 and was succeeded by T. J. Kelly. After serving sixteen years as president of the board Mr. McCloskey resigned in 1911, and was succeeded by W. A. Kernaghan. Adolf Dumser was appointed a member in 1901.

The presidents of the board have been: Robert Bleakley, 1896-97; Hugh McCloskey, September, 1897, to October, 1911; W. A. Kernaghan, October, 1911, to May, 1913; W. P. Stewart, May, 1913, to July, 1913; R. G. Guerard, July 13, 1913, to May, 1914; Ernest Loeb, May, 1914, to August, 1916; B. B. Hans, August, 1916, to December, 1916; W. B. Thompson, December, 1916, to October, 1919.

The act of 1896, creating the board, was amended in 1900 with respect to the fees to be charged upon the shipping and the location of the landings. The board was now authorized to charge all sea-going vessels "2 cents per day, based upon the gross tonnage, for the first three days, and the sum of 1 cent per day for the next three ensuing days, making a maximum charge of 9 cents on the gross tonnage, and thereafter the said vessel shall be free from charge for a period of thirty days. That any part of a day be considered a full day as to the above charges, and the above charges shall be based upon a single voyage. Where sheds are provided by the said Board of Commissioners, the shipping using same shall pay an additional charge. Said charge shall not exceed in any case the cost of construction, maintenance and management of said improvements"; but it was specially enacted that nothing in the act should apply to "wharves owned by riparian proprietors, already constructed or hereafter constructed, whether individuals, firms or corporations, and maintained or used by the owner or owners or lessees."⁹

When the Board of Commissioners assumed control in 1901, the wharves could comfortably accommodate about forty vessels, but of a smaller type than those which visit the port today. The only sheds for the protection of transit freight from the weather were one at the Illinois Central fruit wharf, two at the New Orleans & Northeastern wharf, and a few other structures of a temporary character. At that time, as had been the case for many years, freight on the levee was protected by tarpaulins, which were spread over the piles of merchandise. The business of supplying these tarpaulins was a large and lucrative one. Of the private wharves in existence at that time, the Illinois Central's Stuyvesant docks ranked first. At Westwego the Texas & Pacific had wharves. The same company had other wharves at the foot of Thalia Street. The New Orleans and Northeastern Railroad had wharves at Press Street and a terminal of large size at Chalmette; the New Orleans Gas Light Company had a coal wharf near Robin Street; the St. Louis & Mississippi Valley Transportation Company's barge wharf, relinquished by the corporation, was utilized as a steamboat landing, Jos. A. Aiken & Company providing the "aprons" necessary for that use. Over these wharves was handled

⁹ Act No. 36 of 1900, approved July 3, 1900.

only that business which was consigned to the owners of the grants. They did not, therefore, compete with the public wharves.

The policy adopted by the Board of Commissioners was a very progressive one, but its execution was hampered by lack of funds. Nevertheless, within seven years the entire wharf system was practically rebuilt, and steel sheds of the most modern construction were erected from Canal to Clouet street, and on a number of the wharves between Harmony and Julia streets. The new wharves were constructed of heavy timbers, resting on creosoted piles. In the opinion of engineers, they will have a life of fifty years. Two-thirds of the wharves themselves were constructed of this treated material, to insure long life. At the same time the wharves were widened and lengthened. As compared with the system taken over from the Louisiana Construction & Improvement Company, the facilities were increased about 100 per cent. Moreover, suitable approaches and paved roadways were constructed so as to give better means of access to the wharves. Dredges and towboats were added to the equipment for dredging; the fire protection system was improved and extended, and the lighting and policing of the wharves amplified and reorganized.

In 1908 the State Legislature recognized the necessity of providing further funds with which to carry out the board's plans. An act¹⁰ was passed by which the commissioners were empowered to issue \$3,500,000 of 5 per cent tax exempt bonds. A portion of the proceeds of the sale of these securities was to be applied to the retirement of valid outstanding obligations of the board. Provision was also made to submit to the people of the state a constitutional amendment authorizing the contemplated bond issue and ratifying the provisions of the act. The revenues of the board were pledged to the extent necessary to secure the payment of the loan. It was stipulated that the commission should continue in existence until the bonds, principal and interest, were all paid. The bonds were made payable between July 1, 1924, and July 1, 1959. The amendment was adopted by the people of the state at an election held in November, 1908. Under this authority the board proceeded to sell the bonds and provide the funds of which it was so greatly in need. Five and one-half miles of permanent wharves were thus completed and the steel sheds were extended to cover a total area of 2,642,689 square feet. These improvements were instrumental in greatly reducing the port charges upon shipping.

But if New Orleans were to realize the greatness to which it was manifestly destined, further improvements in the nature of storage facilities were essential. The board was without the means to provide them. Application was therefore made to the State Legislature to provide additional funds for the purpose. In 1910 a constitutional amendment was accordingly submitted to the people, empowering the board "to erect and operate warehouses and other structures necessary to the commerce of the Port of New Orleans," and "to expropriate any property necessary for said purposes, and to pay for same by issuing mortgage or mortgages, bond or bonds, against the real estate and buildings erected thereupon; said mortgage or mortgages, bond or bonds to be paid out of the net receipts after the payment of operating expenses."¹¹ This amendment

¹⁰ Act No. 180 of 1908, approved July 3, 1908.

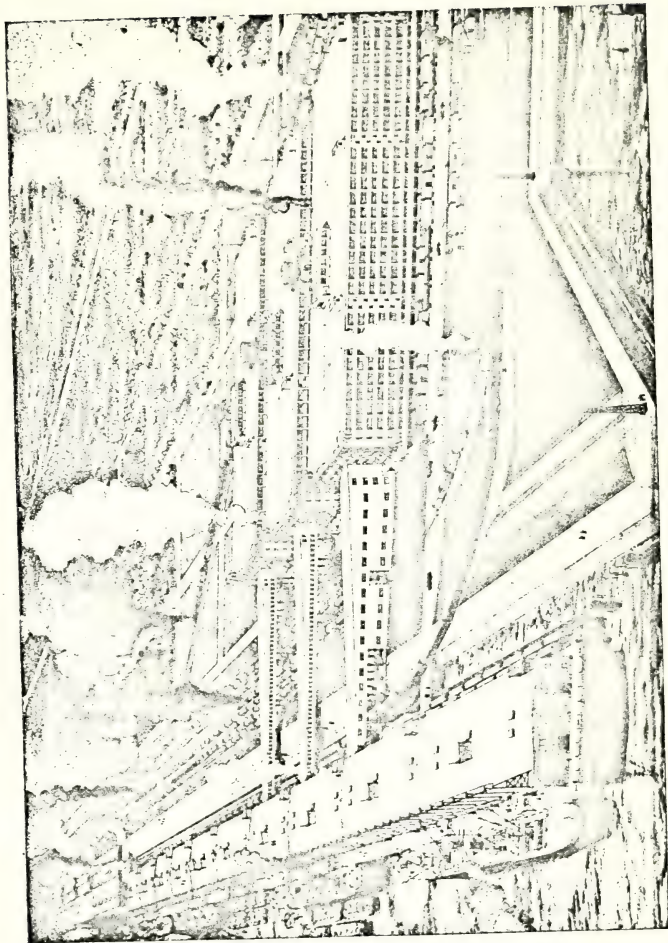
¹¹ Act 133 of 1910, approved July 5, 1910.

was approved at an election held in the following November. Differences of opinion were at once expressed as to the interpretation to be placed upon this amendment, and as to what, if anything, could be accomplished, from a legal and financial point of view, under its terms without enabling legislation. The argument was advanced that, even were such legislation enacted, the bonds authorized by the Constitution were limited in payment to the net receipts from the warehouses, and consequently, as no net receipts were available from that source to support the bonds, they would be unsalable. Hence, it was considered that the proposition was an impossible one, particularly in view of the fact that the board had no land which it could mortgage as an alternate security for the debt, and no fund to which it could resort to pay interest during construction.

In 1913 a solution of the problem was worked out. The proper interpretation of the constitutional article was arrived at. The board was advised that the amendment was self-executing; that the board was authorized to carry it into effect by ordinance or otherwise; that the authority granted was a continuing authority, and that the bonds were to be paid by preference out of the net receipts of the warehouses, and to the extent that these receipts were insufficient, or non-existent, out of the receipts and revenues from all other sources, subject only to the prior bonded indebtedness. This view was subsequently submitted to the Constitutional Convention of 1913, and adopted by that body as Article 322 of the instrument which it framed.

The board, moreover, as the agent of the state, was informed by its legal advisors that it had authority to reclaim the batture, or land between high and low water mark, mortgage it as additional security for the warehouse bonds, sell the bonds, and with the proceeds build the warehouses. This was promptly done, and \$3,000,000 of bonds were thus sold, and the work of construction was begun. This solution of the difficulties posed by the amendment, opened the way for an indefinite expansion of the port's storage system, the amount of indebtedness and the number of structures being limited only by probable revenue to be earned by the new structures, computed on the demonstrated revenues of the earlier buildings and the general increase in the revenues of the port.

The next step taken by the board was to employ a staff of efficiency engineers and to call upon the local commercial organizations, exchanges, shippers, and other interested parties to make known their needs. This investigation led to the formulation of a more or less definite policy for the continuous development of the port's facilities which has been followed consistently ever since. The board found that the "through" shipper enjoyed some advantages over the local shipper, and that consequently the New Orleans "market of deposit" was languishing. A large part of the commerce used New Orleans as a shipping point only, when it properly should use New Orleans as a port market of deposit. It was found that true economy in handling import and export commerce would be promoted by creating such concentration and warehouse facilities on the river front as would enable shippers to use New Orleans as a market of deposit, assembling import commodities here, and distributing them to the interior as needed, and assembling export commodities here and distributing them to foreign consumers as occasion might arise. New Orleans should, therefore, be made the port market of deposit of least resistance, at least insofar as the area extending from Pittsburgh to Chicago and Denver was concerned. In other words, the steel sheds



UNITED STATES ARMY SUPPLY BASE AT NEW ORLEANS AND COMMODITY WAREHOUSES, BOARD OF
COMMISSIONERS OF THE PORT OF NEW ORLEANS



already installed along the wharves must be supplemented with a system of the most economic warehouses and concentration and handling facilities that could be built.

The first of these facilities to be undertaken, as before stated, was a river front cotton warehouse and handling plant. This was begun in 1914 and finished in that year at a cost of \$3,500,000, exclusive of the land. It has been enlarged every year since. The importance of this structure is so great that a detailed description in this place is justified.

The plans for this structure were prepared after careful study of the latest types of construction in the United States and abroad. They were then submitted to the local Cotton Exchange for criticism and approval. The first units of the plant were completed in 1914. It covers an area of 100 acres. The site includes fifty acres additional, not as yet utilized. There is a yard trackage for about 2,000 cars. The warehouse and terminal proper provide a storage capacity of 400,000 bales, the sorting shed 80,000 bales and the wharf 60,000 bales. There are three high density compresses. The compress room has a capacity of 6,000 bales. It is estimated that the facilities are capable of handling an annual cotton movement of approximately 2,000,000 bales. Within the terminal there are about four and one-half miles of overhead and floor-level runways for the accommodation of electrically operated trains for conveying cotton from cars and compress to compartments, from cars to ships, or otherwise, as may be required. Within the compartments are traveling cranes with appliances for pulling, pushing and grappling cotton bales which are truly remarkable in the extent to which they render service, exceeding in efficiency and similar devices previously employed.

The plant is operated by the port commissioners through an operating organization, the manager and other officials of which are recommended by a Civil Service Board composed of representatives from the New Orleans Cotton Exchange, the Board of Trade and the Dock Board itself. No employe of the warehouse drawing more than \$75 per month can be removed except for cause, after trial upon charges and specifications. Samplers, weighers and inspectors are employed only on recommendation from the Cotton Exchange, but such employes are, of course, subordinate to the warehouse management. The responsibility for sampling, inspecting and classing cotton passing through these warehouses is assumed by the Cotton Exchange, and in order that receipts of cotton stored in these fireproof, state-owned warehouses may have a wide negotiability, the New Orleans Clearing House Association approves the form of warehouse receipt. The economies arising from the creation of this great plant have been numerous. The most obvious is a reduction in the minimum insurance rate of about one-fourth of the previous cost. Finally, the cotton is delivered directly to the warehouses from all railroads by the Public Belt Railroad.

In 1917 a public grain elevator and terminal was completed under the authority of the warehouse article in the state constitution. This, also, is a structure of so much importance to the port of New Orleans that a fairly complete description must be given here. The plans were made after a careful study of modern grain elevators in the United States, Argentina and Canada. The completed plant incorporates advantages over other elevators in regard to the rapid handling and relatively large receiving and shipping capacity; great flexibility in conveying, distributing and grain blending, systems and loading, unloading and trans-

portation appliances. Located on the east bank of the Mississippi, at the head of Bellecastle Street, the plant communicates directly with the Belt Railroad, and immediately adjoins the public cotton warehouses and terminals already described. The main plant consists of a track shed, drip shed, workhouse, storage annex, drier house, shipping conveyor gallery, dock gallery and marine tower. All these buildings are of re-enforced concrete except the galleries and marine tower, which are of structural steel with the roofs and floors. The buildings are fire-proof. They are supported on pine piles, jettied in place, cut off well below the water line and capped with concrete. The elevator equipment consists of four shipping legs, with a capacity of 25,000 bushels per hour each; two receiving legs, with a capacity of 25,000 bushels per hour each; one utility leg, with a capacity of 10,000 bushels per hour; four conveyor gallery shipping belts, with a capacity of 25,000 bushels per hour each; two shipping conveyor belts under the annex, three distributing conveyor belts over annex and three transfer conveyor belts in the workhouse, each with a capacity of 25,000 bushels per hour; and one drier conveyor belt with a capacity of 20,000 bushels per hour. There are eight unloading sinks, with interlocking device, equipped with positive electric control and having a capacity of 2,000 bushels each. A pneumatic unloader with a capacity of 6,000 bushels per hour is provided to unload from vessels and barges. Finally, there are two Morris driers, with a capacity of 1,000 bushels per hour each; two Monitor oat clippers, with a capacity of 1,500 bushels per hour, and one Monitor separator, with a capacity of 3,500 bushels per hour. In addition, the elevator is equipped with a complete signalling system, strand indicators, journal alarms, intercommunicating telephones, fire protection and dust collecting systems. All the machines are electrically operated.

The handling machinery is designed for a simultaneous storage capacity of approximately 4,000,000 bushels. The present storage has a capacity of 2,622,000 bushels. The storage consists of 172 circular tanks and 137 interstices. The capacity of the tanks is 12,100 bushels each, and of the interstices 2,690 bushels each. In addition, the workhouse has a storage capacity of about 200,000 bushels. Several special features are worth noting in the design of this structure, as, for instance, the basement, which is provided with head room from the bottom of the binds to the basement floor of 17 feet 6 inches. The basement is entirely open, affording ample light and ventilation, while the head room permits of the use of turn heads under the storage bins, giving delivery from 110 bins on any one of the four shipping conveyors. The bin floor and the cupola are also of interest. Above the bin floor of the annex is the installation of Mayo spouts and storage belts, which forms the most complete distributing system to storage yet installed in this type of elevator. The great flexibility of the system is shown by the fact that the center belt is capable of delivering grain through the Mayo spouts to 254 bins.

The shipping conveyor gallery leaves the south side of the workhouse just below the four shipping bins, at an elevation of approximately 60 feet above the ground, and extends out to the dock gallery a distance of 400 feet at a grade of about 10 per cent. In this gallery are four 40-inch shipping belts, which discharge into hoppers in the marine tower, which in turn discharges onto the 40-inch belts in the dock gallery. The

dock gallery extends 650 feet parallel to the wharf both east and west from the marine tower, a total distance of 1,300 feet. The capacity of the four shipping conveyors per hour is 100,000 bushels, all of which may be used to load one, two, three or four vessels at the same time. Along the dock gallery a system of spouts 60 feet on centers is provided for loading. At the center of the marine gallery stands the marine tower. On account of the large amount of grain which can be shipped to New Orleans by the river and the desirability of bagging that product at the dock front and also in order more readily to accommodate the variation in water level and the varying dimensions of barges and ships, this tower has been equipped with a pneumatic unloader and ample storage capacity is accessible in the center of the dock gallery, at a point where the shipping conveyor joins the dock gallery. The grain when lifted from vessel or barge is discharged into hoppers located at the top of the marine tower, and from these hoppers to one of the 40-inch shipping belts, all of which are arranged for reversible operation. For bagging the grain, there is a platform in the marine tower about 15 feet above the wharf, where grain is weighed into the bags by automatic scales. Similar provisions are made on the first floor of the workhouse, where the bagging platforms are located.

As has already been mentioned, the shipping capacity of this elevator is greater than that of any similar elevator at any Gulf or Atlantic port in the United States. This renders it particularly attractive to ocean vessels, in view of the minimum loading time required to take on cargo. The plant went into operation on February 1, 1917, and to date has received approximately 48,000,000 bushels of various kinds of grain.

This great elevator may be classed as the second most important commercial enterprise undertaken in New Orleans. As a factor in developing the efficiency of the port, it ranks next in value only to the state-owned and operated cotton warehouse and the municipally owned Belt Railroad. As the great cotton trade of New Orleans required the construction of the cotton warehouses, so the rapidly increasing export grain business made the erection of the grain elevator imperative.

At the present time the improved wharfage facilities of the port cover eight miles of water front, of which 5.21 miles are under direct control of the port commissioners, with steel sheds 3.64 miles in length. Vessels lie alongside the wharves; there are no slips necessary in this, one of the world's most capacious harbors. The wharf area of the public docks is 4,133,182 square feet, of which 2,629,186 square feet are covered with eighteen steel sheds. The docks and sheds are of the best modern construction and provided with all facilities for loading and unloading vessels, storage of freight, including banana conveyors, escalators, electric traveling cranes, electric trucks, etc. In addition to these facilities, the railroad wharves add 2,358,088 square feet, of which 1,849,288 are covered. There are private warehouses for special commodities like sugar, coffee and sisal which aggregate 1,500,000 square feet additional.

CHAPTER XXXIX

COMMERCE AND BUSINESS

Modern New Orleans, the second largest seaport of the United States and the greatest manufacturing center of the new South, presents a graphic illustration of the frequently quoted saying, that American energy and enterprise can accomplish all things. It has often been said that New Orleans is a European city set down in the United States. This is an error. New Orleans is full of romance; it cherishes the memory of its singular and picturesque history; but builded around and upon this is one of the most truly American of American cities. Although much of the foundation on which the present commercial importance of the city is based was laid a quarter of a century ago, the real development of New Orleans as a port began with the present century. The unique position of the city at the point of convergence of railroad lines which serve all of the principal divisions of the country and at the entrance to one of the world's greatest waterways, is primarily responsible for its pre-eminence. But it is likewise due to the fact that, within the last two decades, great sanitary works have been brought to completion in the city, making it one of the most healthful spots in the United States; that municipal ownership has been systematically fostered along the harbor front, and that unusual inducements have been offered everywhere to capital and enterprise. New Orleans aspires to be the first port in the country; and in the shifting of commercial tides which is in progress at the present time, this ambition is neither impossible nor improbable. Nearly four miles of steel and concrete docks, protected from the weather; gigantic warehouses and grain elevators equipped with the most modern apparatus; a harbor in which the largest vessels may ride in perfect safety; an inner harbor with a depth of 32 feet of water assured at all times of the year, and a ship canal extending from the Mississippi through the heart of the city to Lake Pontchartrain and the sea; modern shipbuilding plants; a wonderful climate which makes possible twelve months' work in the year; the city itself a progressive business center, meeting every demand of progress in the way of civic development—these are the conditions which justify and make feasible the idea of the ultimate pre-eminence of New Orleans among the country's ports.

The position of New Orleans as second largest port in the country was definitely established with a total for 1919 of \$740,359,086 imports and exports. This amount was more than \$63,000,000 in excess of the total import and export business of Philadelphia, and nearly twice as much as Baltimore. In 1920 the proportions were still more striking. The total commerce of New Orleans in that year was \$986,453,444, while that of Philadelphia was but \$724,442,853, of Galveston \$679,982,468, of Boston \$585,554,985, and of Baltimore \$451,384,973. It will thus be seen that at the present time New Orleans leads her nearest rival for second port, Philadelphia, by the enormous total of \$262,000,000; her nearest Southern rival by \$307,000,000; and Baltimore and San Francisco together by

\$97,000,000.¹ Compared with 1919 the trade of New Orleans increased in 1920 by 33 per cent, while New York's increased only 12 per cent, and that of the whole United States but by 14 per cent. The percentage of the total commerce of the United States which passed through the port of New Orleans increased from 1917 to 1919 as follows: Imports, from 3.93 per cent to 4.54 per cent; exports, from 4.85 to 7.10 per cent. The ship tonnage of the port increased from 6,611,070 in 1919 to 9,454,802 in 1920 for vessels engaged in the foreign trade alone. The ownership of these vessels was distributed among 60 foreign nations, but 54 per cent of the total tonnage was American.

Of the total exports of the United States New Orleans in 1920 handled one-third of all the barley, one-half of the rice, one-quarter of the wheat, one-half of all the shell fish exclusive of oysters, one-third of the harness and saddlery, one-quarter of the resin, one-quarter of the carbon bone-black, one-third of the unrefined paraffine, one-quarter of the boat oars and paddles, one-quarter of the hogsheds and barrels, one-third of the box shooks, one-third of the staves, and one-quarter of the zinc. Of the imports of the whole United States there passed over the wharves at New Orleans no less than one-third of the bones, hoofs, etc., one-quarter of the coffee, one-half of the bagging used for cotton, one-half of the bananas, one-half of the sugar, and one-third of the mahogany. New Orleans handles one-fifth of the total imports and exports of a great variety of other products, but it is not necessary here to carry this computation out in detail. The figures cited suffice to indicate the enormous volume of business done at this port—a volume which shows every sign of steady annual increase.

The principal exports from New Orleans are: Cotton, sugar, lumber, oil, rice and other grains, iron and steel, foodstuffs, cooperage, soap, tobacco, and paraffine. At the present time about one-half of the value of the total exports are cotton. The following table interestingly exhibits the amount and value of this article, as well as the wideflung distribution of it:

COUNTRY-EXPORTED TO—	DOLLARS	POUNDS
Austria	410,832	1,175,207
Belgium	8,619,754	22,635,706
Denmark	267,442	830,544
France	25,349,389	67,315,495
Germany	10,901,119	36,309,597
Greece	100,784	288,701
Italy	48,174,453	128,490,856
Netherlands	4,338,862	10,983,357
Norway	258,364	701,342
Portugal	587,760	1,698,920
Spain	11,139,119	28,599,756
Sweden	7,568,121	19,859,120
Switzerland	2,824,690	7,615,972
England	102,211,409	245,457,539

¹ The preliminary figures for 1921 show that the total volume of exports and imports at New Orleans exceed that of both Philadelphia and San Francisco combined, as follows: New Orleans, \$534,042,464; Philadelphia, \$252,970,770; San Francisco, \$226,224,655. The percentage of loss in 1921 for these three ports was: New Orleans, 45.8 per cent; Philadelphia, 65 per cent; San Francisco, 48.3 per cent. The average loss for the United States in this period was 48.2 per cent.

COUNTRY EXPORTED TO—	DOLLARS	POUNDS
Guatemala	194,648	586,510
Panama .....	.....	.....
Mexico	1,697,763	7,199,712
Cuba	1,556	4,835
Argentina	4,803	21,757
Colombia	50,329	123,794
Ecuador	300	1,500
Peru	252,195	875,331
China	457,364	1,142,100
Japan	21,809,322	56,094,825
Czechoslovakia	443,742	1,027,274
Poland	982,674	2,254,115
Totals	\$248,646,794	641,293,865 ²

The exports of cotton from New Orleans are fairly constant year after year. In 1911, for example, the total exported was 792,194,503 pounds, valued at \$115,653,172. In 1919 the totals were 700,587,627 pounds valued at \$230,159,326, the immense increase in value being due to the abnormal conditions which then prevailed. It may be of interest to append a few figures as to the exports of articles manufactured from cotton, as, for instance, of duck cloth, etc. There were exported in 1920 802,758 yards of unbleached duck and 185,358 yards of bleached duck; 3,246,921 yards of other cloth, unbleached, and 3,496,174 yards of other cloth, bleached; 2,189,020 yards of printed cloth, 3,126,908 yards of cloth dyed in piece and 6,960,402 yards of cloth dyed in yarn. Wearing apparel for men, valued at \$1,751,214 and for women, valued at \$117,430, represent a recent development in a promising field.

The exports and imports of sugar and molasses have shown remarkable increases since 1900. The following table shows the amount and value of the imports during this period:

YEAR	POUNDS	VALUE
1911.....	422,595,136	\$10,779,680
1912.....	417,876,354	12,035,790
1913.....	602,244,066	13,781,045
1914.....	796,381,702	16,232,633
1915.....	581,021,321	18,869,897
1916.....	580,156,153	23,930,187
1917.....	786,608,408	34,298,285
1918.....	788,613,182	37,334,142
1919.....	930,403,513	52,536,769
1920.....	1,080,877,439	136,208,296

The following table exhibits the exports of sugar over the corresponding period:

YEAR	AMOUNT	VALUE
1911.....	1,430,531	\$68,247
1912.....	1,106,116	54,648
1913.....	1,788,211	82,995
1914.....	2,313,880	102,422
1915.....	21,372,467	799,394

² Table supplied by the Research Department, Association of Commerce.

YEAR	AMOUNT	VALUE
1916.....	84,518,025	4,642,905
1917.....	123,806,557	7,867,212
1918.....	50,791,514	3,211,199
1919.....	236,780,486	17,593,242
1920.....	105,916,893	10,112,410

The exports of molasses in 1920 amounted to 224,795 gallons and the imports to 80,267,569 gallons.

The magnitude of the figures of the sugar business at New Orleans is explained by the fact that in or near the city are located four very large exclusively commercial refineries—the American, the Henderson, the Colonial and the Godchaux—which confine their operations entirely to the conversion of raw sugars, principally foreign imports, into the refined products. In 1919 there were twenty of these commercial refineries in America, the combined imports of which were 7,019,690,475 pounds, of which New Orleans handled an amount only exceeded by that imported at Philadelphia and New York. The refinery at Chalmette, completed in 1910 by the American Sugar Refining Company, is one of the largest and most modern establishments of its kind in the world. While it exceeds in capacity the other three refineries, they, also, are notable examples of efficiency among the great industrial plants of the globe.

New Orleans leads all the southern ports in the volume of lumber exports. This is natural in view of the fact that for many years Louisiana has been the second largest lumber producing state in the Union, with an annual production of 4,000,000,000 feet. In volume of production it is exceeded only by the state of Washington. In 1919 the exports of lumber from Louisiana amounted to 173,354,000 feet. This compares unfavorably with the export for the last year before the war when 377,987,000 feet were shipped, but represents an increase over the years during which the war was going on. The principal wood exported was pine, but cypress, oak, cottonwood, willow, ash, red gum and tupelo were also included.

The following table exhibits the development of the lumber business at New Orleans in 1919 and 1920:

CLASS OF LUMBER	DOLLARS		THOUSAND FEET	
	1920	1919	1920	1919
Logs—				
Yellow Pine	12,072	5,013	234	113
Hardwood	121,832	16,708	1,711	309
Other Softwood	45,929	24,338	342	155
Hewn Timber—				
Hardwood	7,944	1,390	116	12
Softwood	5,660	18,348	41	324
Sawn Timber—				
Pitch Pine (long leaf)...	1,400,087	1,823,823	25,564	36,218
Hardwood	4,704	17,987	49	143
Other Softwood	8,950	22,285	192	284
Boards, Planks and				
Scantlings—				
Cypress	287,283	220,665	3,155	3,611
Fir	39,794	64,218	572	1,009
Gum	870,415	1,193,497	9,345	23,129

CLASS OF LUMBER	DOLLARS		THOUSAND FEET	
	1920	1919	1920	1919
Oak	1,655,413	1,483,027	13,591	20,607
White Pine	69,337	16,178	569	237
Yellow Pitch Pine (long) ..	6,691,704	3,331,457	89,438	68,336
Same (short leaf)	32,798	.....	209	.....
Other Yellow Pine	73,202	49,146	634	656
Poplar	33,441	134,506	245	1,683
Spruce	1,511	19,020	32	317
Other Hardwood	953,807	2,214,139	4,734	16,247
Other Softwood	15,690	47,320	135	626
Totals	\$12,331,573	\$10,703,065	150,908	174,016
	Gain, 1920	1,628,508	23,108	Loss, 1920

		12,331,573	174,016	
Railroad Ties ...	\$643,240	\$237,467	No. 476,240	204,635
Shingles	12,254	7,635	No. 1,342,000	1,306,000
Other Lumber ...	1,397,068	662,945	.....	.....

Total value ..\$14,384,145 \$11,611,112

SUMMARY

	DOLLARS		THOUSAND FEET	
	1920	1919	1920	1919
Logs	\$179,833	\$46,059	2,287	577
Hewn Timber	13,604	19,738	157	336
Sawed Timber	1,410,741	1,864,095	25,805	36,645
Boards, etc.	10,724,295	8,773,173	122,659	136,458
Totals	\$12,331,573	\$10,703,065	150,908	174,016

In recent years the exports of oil have increased by leaps and bounds. In 1915 there were practically no oil developments in New Orleans; today there are six refineries, with a combined daily output of 54,000 barrels of 42 gallons each; two with a daily capacity of 10,000 each, and 14 oil-storage plants, with a capacity of 3,175,765 gallons. In 1919 the exports amounted to 318,263,861 gallons of mineral oil products valued at \$38,983,760. In 1920, however, these totals had changed to 434,464,545 gallons, valued at \$75,462,011. In 1919 New Orleans already led the United States in crude-oil exports, was second in crude-oil imports, was first in gasoline exports. The following table gives the figures for 1920:

	DOLLARS	GALLONS
Crude oil	\$ 5,167,743	34,895,806
Fuel and gas oil	7,414,743	85,567,940
Illuminating oil	17,534,319	132,170,776
Paraffine oil	283,127	581,026
Other lubricating oils	3,772,475	14,396,023
Gasoline	29,142,235	118,378,433
Other naphthas	12,147,579	48,474,441
Residuum	31	100
Totals for 1920	\$75,462,011	434,464,545
Totals for 1919	38,983,760	318,263,861
Increase in 1920	\$36,478,251	116,200,684

The growth of the rice business at New Orleans from year to year is remarkable. The exports in 1919 represented an advance of over 20,000,000 pounds upon those of the preceding year. In addition there were coastwise shipments of 800,000 pockets, and interior shipments by rail aggregating 640,000 pockets. The figures for 1920 are: Exports, 176,788,178 pounds; imports (cleaned), 3,164,662 pounds. In that year the coastwise shipments amounted to 832,410 pockets, and the shipments by rail during the same period were 764,765 pockets. Of the exports, Cuba took 41,198,283 pounds; Germany, 31,102,163 pounds; Belgium, 21,396,882 pounds; France, 16,489,556 pounds. The importance of New Orleans as a rice port is due principally to the fact that out of the total rice crop raised in the United States in 1920 of about 54,000,000 pounds, Louisiana produced approximately one-half. The total acreage in the United States planted to rice in 1919-1920 was 1,337,000, in which Louisiana was represented by 700,000 acres. The rapidity with which the rice exports at New Orleans are growing may be estimated from the following figures showing the total exports:

YEAR	TOTAL POUNDS EXPORTED
1915.....	40,714,201
1916.....	59,724,837
1917.....	61,509,058
1918.....	147,358,646
1919.....	169,700,153

Much of the rice exported from New Orleans is prepared in the city. There are nine mills with a capacity of 8,400 sacks per day.

The exports of grains other than rice are, as may be inferred from the fact that the facilities for handling such articles at New Orleans are extensive and important, steadily growing in volume. The following are the figures for 1920: Barley, 5,949,073 bushels; corn, 1,142,998 bushels; oats, 907,068 bushels; rye, 177,857 bushels; wheat, 48,571,864 bushels. Breadstuffs other than grains included: Bran, 2,310,000 pounds; corn meal and flour, 27,836 barrels; oat meal, 988,342 pounds; wheat flour, 1,617,169 barrels; mill feed, 4,112 tons; bread and biscuit, 1,944,013 pounds; cereal preparations, \$197,255; other foodstuffs, \$344,140. The imports of breadstuffs, however, are small, being limited to cleaned rice, of which 3,164,662 pounds were brought in during the year, and 89,015 pounds of uncleaned rice.

The exports of foodstuffs other than grains and cereals amounted to a large total, which can here be but approximately indicated through the citation of a few items. The hog-products sent out of the port in 1920 aggregated nearly 50,000,000 pounds. Confectionery valued at \$184,604 was also exported. Of eggs no less than 725,340 dozen crossed the city wharves. Nearly 1,000,000 pounds of herring, 3,000,000 pounds of dried salmon, and 1,000,000 of cod fish, 900,000 pounds of dried fruits, 1,000,000 pounds of vegetables, more than half a million dollars worth of canned fruit, and \$52,500 worth of spices are included in the list. Salt to the amount of 41,902,423 pounds was exported. The exports of corn starch amounted to 4,143,298 pounds. In this connection we may note also the exportation of 15,986,673 gallons of alcohol, and 71,198 gallons of whiskey. There is, of course, a considerable importation of foodstuffs, but the items not specifically described elsewhere are comparatively small.

Iron and steel in various forms also constitute an imposing feature of the commerce of the port. The bulk of these articles are exported. Only a few items out of several hundred can be instanced, the classification made by the Association of Commerce being too elaborate for complete reproduction here. In 1920 there were exported 74,634,000 pounds of pig iron, 2,866,152 pounds of bar iron, 11,152,025 pounds of wire rods, 2,176,796 pounds of bolts, nuts, etc., 12,439,857 pounds of wire nails, 20,358,484 pounds of cast pipe, 76,062,159 pounds of wrought pipe, 12,952,075 pounds of galvanized plates, 101,715,008 pounds of steel plates, 16,061,703 pounds of barbed wire, 30,599,731 pounds of other wire, 21,980,000 pounds of structural iron, and 2,667,986 pounds of tin plates. The exports of machinery in 1920 exceeded \$12,000,000 in value.

The other principal exports of New Orleans may be briefly disposed of. The exports of cooperage and allied articles are considerable, including in 1920, 10,075,234 pound of hoops and 20,000,000 staves. New Orleans shipped out in that year toilet soap valued at \$83,021 and other soaps to the amount of 21,585,434 pounds. The tobacco business, which has long been important in New Orleans, has shown a steady increase in recent years. The exports of leaf tobacco in 1920 totaled 93,242,870 pounds; stems, etc., 2,548,829 pounds; cigarettes, 56,464,000; plug tobacco, 66,205 pounds, and other varieties to about 100,000 pounds additional. There is also some small import of tobacco, chiefly fillers, of which 81,896 pounds were received during the year. Unrefined paraffine was exported to a total of 29,032,662 pounds, and refined to 41,044,758 pounds. A few other items may be mentioned to complete this hasty survey of a wonderfully varied and constantly expanding commerce: Exports: Resin, 301,006 barrels; turpentine, 1,034,423 gallons; oakum, 68,198 pounds; oil cake and meal, 44,373,604 pounds; cottonseed oil, 18,650,317 pounds; zinc spelter, 48,173,338 pounds; and zinc sheets, 1,012,683.

The principal imports at New Orleans are coffee, bananas, sisal, nitrate of soda, nuts, oil, mahogany, sugar, molasses. New Orleans has been, since 1915, recognized as the second greatest coffee port in the United States. The total imports for 1920 were 380,293,701 pounds. The greater part of the coffee received through this port comes from Brazil. In 1919 2,434,199 bags were imported from that country, as compared with 251,897 from other countries. Expressed in pounds, the total imports of coffee at New Orleans in that year were 358,912,417, valued at \$73,367,711. After Brazil the most important source of coffee handled at New Orleans is Colombia, from which is received the celebrated Bogotá coffee, said to be the best in the world. Coffee is also received from several Central American republics. Until recently the facilities for handling green coffee have not been of the best, but in 1919, through the exertions of the New Orleans Green Coffee Association, expert methods and modern methods have been introduced, the most impressive feature of the work being the loan by the association of \$600,000 to the dock board for the extension and repair of the Poydras Street landing, where most of the coffee received at the port is handled. These improvements also include the installation of a conveyor which handles the cargo directly from the ship's hold into the warehouse, obviating all of the hand labor which has hitherto been necessary. There is also some export of coffee, aggregating 5,992,438 pounds in 1920.

The business in tropical fruit, while dating back in New Orleans to the early '80s, has been built up since 1899 chiefly through the gigantic enterprises of the United Fruit Company. In 1920 the value of the bananas imported at New Orleans was \$8,895,652, representing 20,071,440 bunches. During that year there were also imported 12,682,089 coconuts, 7,357,792 pounds of palm nuts, and other fruit valued at \$603,791. The last-given figure includes the valuation of lemons, almonds, filberts, desiccated coconut meat, and peanuts, all of which does not necessarily originate in tropic countries. A part, notably the lemons, proceeds almost exclusively from Italy.

The other principal imports are (figures for 1920): Sisal, 105,252 tons; burlaps, 65,352,285 pounds; nitrates and other fertilizers, 25,067 tons; crude mineral oil, 623,412,819 gallons; mahogany, 16,139,000 feet; bones, hoofs, etc., 55,631,338 pounds; oil cake, 11,239,016 pounds; spool thread, 838,367,260 yards; laces, 149,813 yards; and spices, 294,217 pounds.

On account of their almost limitless possibilities of development a special interest attaches to the commercial relations between New Orleans and Latin America. In 1895 (fiscal year) the imports from Latin America amounted to only \$196,516,050; in 1910, they had grown to \$392,955,257; in 1914, the year of the war, to \$469,082,667; and in 1920 to \$1,805,516,408. Of the total imports, 26.85 per cent came from Latin America in 1895, and 15.05 in 1920. In 1895 New Orleans exported \$74,422,739 of merchandise to Latin America; in 1910, \$242,123,502; in 1914, \$282,070,153; and in 1920, \$1,221,099,099. Of the total exports, 9.22 per cent went to Latin America in 1895 and 15.05 in 1920. Thus the most undeveloped and least populated section is supplying 34 per cent of the local needs and taking 15 per cent of productions. Nearly one-fifth of New Orleans' total exports in 1920 went to Latin-America. Of the total value of New Orleans' exports for the calendar year 1920, Latin-America took \$141,338,418.³

The 1920 totals by countries were:

British Honduras	\$ 2,367,653
Costa Rica	1,571,651
Guatemala	3,300,838
Honduras	10,911,276
Nicaragua	2,963,199
Panama	5,773,637
Salvador	415,825
Mexico	31,457,963
Jamaica	3,583,955
Trinidad and Tobago.....	62,731
Cuba	52,207,710
Dutch West Indies.....	372,130
French West Indies.....	1,702,611
Haiti	396,494
Dominican Republic	2,906,084
Argentina	9,935,975
Bolivia	290,258
Chile	3,271,913
Colombia	2,540,073

³ New Orleans Item, May 1, 1921.

Ecuador	\$ 1,686,705
Peru	2,908,400
Venezuela	1,196,294
Brazil	8,530,508
Paraguay	7,550
Uruguay	976,925

Total\$141,338,418

In the three last decades of the past century the exports and imports of New Orleans varied between \$70,000,000 and \$100,000,000. Since the beginning of the present century the figures for each year ending on June 30 down to, and including 1918, are as follows:

YEAR	IMPORTS	PERCENT OF		PERCENT OF		IMPORTS & EXPORTS
		U. S. TOTALS	EXPORTS	U. S. TOTALS	EXPORTS	
1900	\$ 17,490,811	.....	\$115,858,764	.....	\$133,349,575
1901	20,462,307	.....	152,776,599	.....	173,238,906
1902	23,763,480	.....	134,486,863	.....	158,250,343
1903	28,880,744	.....	149,072,519	.....	177,953,263
1904	34,036,516	.....	148,595,103	.....	182,631,619
1905	33,933,298	.....	150,936,947	.....	184,870,245
1906	39,464,982	.....	150,479,326	.....	189,944,308
1907	46,046,772	.....	170,562,428	.....	216,609,200
1908	42,785,646	.....	159,455,773	.....	202,241,419
1909	45,713,098	.....	144,981,625	.....	190,694,723
1910	55,712,027	.....	140,376,560	.....	196,088,587
1911	66,722,295	4.37%	172,835,293	8.43%	239,557,588	
1912	75,089,887	4.55%	149,160,910	6.77%	224,250,797	
1913	82,399,100	5.54%	169,980,277	6.89%	252,379,377	
1914	89,382,261	4.72%	193,839,961	8.20%	283,222,582	
1915	79,754,404	4.76%	209,373,159	7.57%	289,118,563	
1916	90,045,564	4.09%	211,498,749	4.88%	301,544,313	
1917	104,516,862	3.93%	303,510,401	4.83%	408,027,263	

The figures of the total exports and imports of New Orleans for 1918, 1919 and 1920, in each case for the full calendar year, follow:

YEAR	IMPORTS	EXPORTS	TOTAL
1918	\$124,258,353	\$399,996,933	\$524,255,286
1919	177,286,076	562,837,782	740,123,858
1920	274,073,005	712,380,439	986,453,444 *

Following is a list of the eighty-one principal steamship lines operating from the port of New Orleans in 1920:

Acme Operating Corporation	Carribean Line
Aluminum Line	Compania Naviera Mexicana
American Line	Congress Line
Anglo-American Oil Co.	Cosmopolitan Line
Atlantic Gulf & Far East Line	Creole Line
	Crescent Line (Pres., A. R. Williams)
Beninato Fruit & S.S. Co.	
Bluefields Fruit & S.S. Co.	Cuban-American Line

* The foregoing tables are furnished by the Research Bureau of the Association of Commerce, William Dinwiddie, statistician.

Cuyamel Fruit & S.S. Co.	Northway, Mexico & Gulf Line
Delta Line	Osaka Shosen Kaisha
Elder Dempster Line	Otis Manufacturing Co.
Ente Transporto Cotonì	Pacific, Carribean & Gulf Line
Federal Line	Pan American Petroleum & Trans.
French Line	Co.
French American Line	Pan American S.S. Co.
Gans Line	Panama Far East Line
Gans S.S. Line	Pinillos Line
Green Star Line	Polish-American Navigation Corp'n.
Gulf & International S.S. Co.	Prince Line
Gulf & Southern S.S. Co.	Royal Holland Lloyd
Gulf Navigation Co.	Shore Line
Harrison Line	Shore Line (1119 Whitney)
Head Line	Segari Line
Holland American Line	Societa Nazionale Di Navigazione
Isthmian S.S. Lines	Societa General de Tranp. Mar. a Vap.
Kerr S.S. Co.	Southern Pacific S.S. Co.
Lamport & Holt	Standard S.S. Co.
Leyland Line	J. H. W. Steele Co.
Lloyd Brasileiro	Swedish American Mexico Line
Lloyd Royal Belge	Tampa Inter-Ocean S.S. Co.
Lykes Bros. Lines	Taya's Jose Sons
Maclay Linē	Texas Transport & Terminal Co.
Manchester Line	Toyo Kisen Kaisha
Mayer Lines	Trans-Atlantic S.S. Co.
Mexican Fruit & S.S. Co.	Trosdal, Plant & Lafonta
Miller, A. K. & Co.	Union Fruit Co.
Mississippi Shipping Co.	United American Line
Moore & McCormick Line	United Fruit Co.
Morgan Line	United States Shipping Board -
Munson Line	United Steamship Co.
Nosa Line	Vaccaro Bros.
New York & Porto Rico S.S. Co.	Ward Line
Nippon Yusen Kaisha	Western Fruit & S.S. Co.
Northern Transport Line	Total eighty-four

The countries with which New Orleans had no trade during the period 1911-1919 were: Argentina, Australia, Barbadoes, British Guiana, British South Africa, Dominican Republic, Finland, French West Indies, Gibraltar, Haiti and Venezuela. With the Philippine Islands its trade amounted to only \$92.

The following table presents in brief form the most significant features of the New Orleans shipping in 1920:

AMERICAN VESSELS IN FOREIGN TRADE				FOREIGN VESSELS IN FOREIGN TRADE			
Entered		Cleared		Entered		Cleared	
No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
Jan. ... 66	130,664	74	170,552	58	102,400	67	148,233
Feb. ... 72	144,580	77	160,306	51	121,508	58	121,914
Mch. ... 98	193,431	82	168,970	67	117,274	71	148,604
Apr. ... 86	175,303	85	188,181	62	125,470	67	142,300
May ... 102	212,746	87	171,830	71	136,583	82	168,646
June ... 104	222,531	85	199,913	82	179,844	77	170,089
July ... 108	248,849	104	222,531	83	187,193	94	209,400
Aug. ... 106	237,202	91	237,193	95	232,966	95	227,548
Sept. ... 99	245,676	101	270,548	84	207,501	92	235,646
Oct. ... 101	241,511	119	279,294	80	175,455	109	266,058
Nov. ... 96	217,842	97	254,061	89	210,808	76	197,492
Dec. ... 98	267,770	90	223,862	104	252,576	122	283,948
1,136 2,538,105		1,101 2,547,241		926 2,049,578		1,010 2,319,878	

SUMMARY FOR 1920	AMERICAN		FOREIGN		TOTAL		PER CENT
	No.	TONNAGE	No.	TONNAGE	No.	TONNAGE	AMERICAN
Entered	1,136	2,538,105	926	2,049,587	2,062	4,587,683	
Cleared	1,101	2,547,241	1,010	2,319,878	2,111	4,867,119	
Totals	2,237	5,085,346	1,936	4,369,456	4,173	9,454,802	53.8%

The railroads serving the port are the New Orleans Public Belt, Illinois Central, Yazoo and Mississippi Valley, Gulf Coast Lines, Louisiana Railway and Navigation Company, Louisville and Nashville, Louisiana Southern, Missouri Pacific, Texas and Pacific, New Orleans and Lower Coast, Morgan's Louisiana and Texas Railroad and Steamship Company (Southern Pacific), Southern Railway System, New Orleans and Great Northern. The track storage facilities of these lines amount to 15,156 cars. The actual track facilities alongside the wharves for the entire port will accommodate 600 cars at one setting and there would be no difficulty in making four or more settings a day. The railroad operating conditions at the port are such that the number of settings is limited only by the ability of the ships to take the cargo. The Joint Traffic Bureau estimates that the port can handle a total of 3,000 cars a day, made up of 1,800 cars of general commodities and 1,200 cars of grain.

The Illinois Central Railroad has extensive terminal facilities at the Stuyvesant docks in the upper part of the City of New Orleans and at Southport above the city, the Southern Pacific has fine facilities and extensive waterfront privileges at Algiers, that part of New Orleans on the west bank of the river; the Texas and Pacific has a wide frontage at Westwego on the west bank opposite the upper limits of the city, while the terminal and slip at Chalmette below the city furnishes a water terminal for other roads.

An important element in the port facilities of New Orleans is the Public Belt Railroad, the only municipally owned and operated railroad in the United States. The idea of a road of this sort was first broached in 1888, but nothing of a definite nature was done till 1897. In that year an effort to obtain support from the State Legislature for the enterprise failed, but a systematic campaign was then begun to secure a right of way along the river front which could eventually be used for a belt road. This was naturally opposed by the roads which enjoyed a monopoly of the river front at that time, but the ensuing litigation, having been carried up to the State Supreme Court, was decided in favor of the city, and measurably cleared the way for ultimate success. The first link in the projected road was constructed in 1899 by the Illinois Central, from the upper limits of the Parish of Orleans to Audubon Park, under an agreement with the city by which the company received the right to lay its tracks on what is now known as Leake Avenue and to reach the river-front from the rear of the city. In August, 1900, an ordinance providing for a belt railroad successfully passed the city council.⁵ However, nothing was done under this law. In 1903 injudicious ordinances passed by the city council granted to certain railroads the right to make use of the public belt tracks as far as laid. These franchises were clearly incompatible with the idea of a municipally owned and operated road, and were fought in the courts, with a result that they were declared without effect. In 1904 the local commercial exchanges recommended to the city council the adoption of the system which is now in existence. This system involved the creation of a Public Belt Commission. An ordinance to cover the proposed organization was passed in October of that year.⁶

Unfortunately, at this time there were no funds available for the construction of this work. However, a survey was made of the route around the city. Practically the entire right of way along the river-front which the commission proposed to follow was so complicated by anterior franchises that it seemed impossible to clear them away without prolonged litigation. This, however, was achieved, principally as a result of the firmness with which the mayor asserted the rights of the city in the matter. The financial difficulty was eventually solved by the council making appropriations in anticipation of the revenues of the city, against which five percent interest-bearing certificates were issued, the aggregate appropriations, up to December 31, 1916, being no less than \$534,691.68. The city, however, could not provide the entire amount necessary to carry out the plans of the commission. In November, 1908, an amendment to the state constitution was adopted by which it became possible to issue bonds to the amount of \$2,000,000, with interest at five per cent, predicated upon the earnings of the road and amply secured by the City of New Orleans. The road is not yet completely built. It began operation on August 18, 1908.

The public belt road is a terminal switching railroad, the purpose of which is to supply an adequate, economical, and non-discriminatory switching service to all who require and can use that service. It transfers cars from railroad to railroad, from railroads to wharves, from railroads to industries and public delivery tracks; from industries to all transportation

⁵ Ordinance No. 147, N. C. S.

⁶ No. 2683, N. C. S., approved October 4, 1904.

outlets to the city; and finally, it makes available to all railroads desiring an entrance into the city, all of the necessary wharf and individual switch connections at a low and uniform charge. The belt receives cars from the several railroad companies at different points, and handles them with its own equipment up to the several points of delivery. The operation of any railroad over its tracks is prohibited by law. It is the policy of the commissioners of the port of New Orleans, who have jurisdiction over the public wharves, that all of their properties shall be served exclusively by the public belt road. When completed, the double track of the belt will extend from the line dividing Orleans from Jefferson Parish, down the river front a distance of approximately eleven miles to the Inner Harbor (Navigation Canal). Both sides of the canal are to be served. Beyond the Inner Harbor lock a branch extends through the rear of the city to the upper protection levee, and from there to the point of commencement. The distance covered is approximately twenty-six miles. At present the operation of the road is confined to the active commercial front of the city, and to industries in contiguous territory. Ultimately, the entire city will be belted, and the line extended to the west bank of the Mississippi for which purpose a bridge across the river is now under consideration (1921). At this time the belt owns 24.05 miles of main line and 46.77 miles of switches, including connections with all public wharves, etc., a total of 70.82 miles. It has thirteen locomotives, a roundhouse, and machine shops. The belt assumes the obligations of a common carrier, operating under appropriate traffic rules and regulations. It is an associate member of the American Railway Association, and a member of the Per Diem Rules Agreement, Master Car Builders' Association and Freight Claim Agents' Association. On car-load competitive traffic received or forwarded for or from industries, switches and warehouses located on the tracks of the public belt the switching charges are absorbed by the connecting lines. The belt has a storage track capacity for 956 cars on the river front and a total storage track capacity of 2,429 cars. During the year 1920 it handled 243,674 cars.

Two other important enterprises which will, when completed, have a beneficial effect upon the commerce of the city, remain to be noticed. Upon the heels of the construction of its other public utilities, the board of commissioners of the port began the construction of a coal tipple at a cost of \$600,000, and an industrial canal, the cost of which will be approximately \$20,000,000. The coal tipple is nearly completed. It is on the river between Alonzo and Joseph streets. It is of the conveyor belt type and will be used for cargo and bunker coal. The plant consists of a hopper house into which cars are unloaded, a storage pile of 25,000 tons capacity over two re-inforced concrete reclaiming tunnels, into which the coal is dumped through a series of gates in the roof of the tunnel, to be carried on belts to the loading towers; a "T" dock with barge loading docks at both ends. The estimated loading capacity aboard ship is 600 tons an hour from the storage pile, 225 tons an hour from cars and 250 tons an hour from barges. Automatic scales weigh the continuous stream of coal as it be being carried along by belts, and a recording devise furnishes direct readings constantly. With the exception of the steam unloading tower, the entire plant is operated electrically.

The river front and wharves of the port are publicly owned, and while this is considered of great advantage to the public, the idea was conceived some years ago of building an inner harbor or canal on which industrial plants could be built by private capital, with the advantage of its own water-front control, giving access both to the railroads of the country through the public belt, and to the ocean through the Mississippi River. It seems that as far back as 1845, some New Orleans merchants petitioned the State Legislature to grant them permission to construct a shed on the river front so that flour shipments brought down by boat from Cincinnati might be protected from the weather while awaiting sailing ships to the New England states. The Legislature refused this request on the grounds that the river front was public property and could not be leased to any private interests or turned over to anyone for development. Interest soon waned and the project was dropped. It was revived fifty-six years later—in 1902. A new arrival in New Orleans picked up a volume of DeBow's Review published in 1846 and read the story of the unsuccessful attempt of New Orleans merchants to build a shed on the river front to protect Cincinnati flour cargoes. He saw the need of better port facilities for New Orleans, and then and there was born the idea of the Industrial Canal and Inner Harbor.⁷

In July, 1914, after twelve years of propaganda, an amendment to the state constitution was adopted authorizing the Dock Board to build a canal, but the amendment provided no money to do the work. Neither did it authorize the Dock Board to sell any of the lands along the canal, though it might lease them. It did, however, authorize the Dock Board and the Levee Board to contract with each other to build the canal.⁸

On February 10, 1918, some of New Orleans' leading men met in the board room of the Hibernia Bank at which the need for the canal was discussed and fully recognized. City and state officials, as well as commercial exchange and bank presidents, newspaper editors and others present expressed a desire that the canal be built without further delay. The development of a financial plan was entrusted to one of the bank presidents. He suggested that the Levee Board (which was charged with the responsibility of the maintenance of levee lines along the canal, and which possessed taxing powers) make a contract with the Dock Board under which the Dock Board would build and maintain the levees along the canal, and the Levee Board would supply the money needed to pay the interest on the bonds to be issued for the building of the canal. The municipal belt railroad, in exchange for monopolistic rights along the canal, was to supply \$50,000 a year during the life of the bonds.

In this way the canal was financed after some additional enabling legislation had been obtained from the State Legislature. Later on the arrangement was confirmed by an amendment to the state constitution.⁹

Work actually began on June 6, 1918. The dedicatory ceremonies were held on May 2, 1921. One of the greatest enterprises undertaken by the city in its entire history, the rapidity of the development of New Orleans may be judged from the fact that, while the work was in its initial stages, it was determined to enlarge the capacity of the canal some seventy per cent, to give a 30-foot depth instead of sixteen feet, as orig-

⁷ Daily States, May 1, 1921.

⁸ Act 244 of 1914.

⁹ Daily States, May 1, 1921. See Ordinance No. 5098, C. C. S., which establishes the boundaries of the canal reservation.

inally projected, in order that the largest vessels which came to New Orleans might be comfortably handled. The canal is five and a half miles in length, and when completed, will be 300 feet wide on the surface, and 150 feet wide on the bottom. At present it is 150 feet wide and 26 feet deep. A little over one mile back from the river will be a turning basin 850 feet wide and 1,000 feet long for the use of ships leaving the Inner Harbor, via the river, after discharging or receiving freight. Thence a canal extends straight to Lake Pontchartrain, while at right angles branches off another waterway which runs in a generally eastern direction, ending in a barge canal by which communication is had with Lake Borgne. On either side of the canal the Dock Board owns lands, 597 acres in all, which are available for the location of industrial enterprises; and when these shall have been exhausted, additional areas, estimated at 50,000 acres in all, can be made accessible by the construction of laterals and basins.

The construction of the canal was undertaken by a company headed by Col. George Goethals, builder of the Panama Canal. The work was not without its own peculiar difficulties, comparable in many ways with those at the Isthmus. The lock which connects the canal with the Mississippi is a remarkable piece of engineering work. The soil in which it is located, formed by the silt of the Mississippi, proved exceedingly soft; filled with strata of quicksands, with an upward pressure of marsh-gas and a lateral pressure from the water of the gulf and the river. It was necessary to carry the foundations down 50 feet below the surface of the ground. The test borings failed to reveal the subterranean pressures. The engineers proposed an excavation 350 feet wide by 1,500 feet long, with sides gently inclined to avoid earth-slides, down to the center, where the lock, 150 by 1,020 feet, was to be built. It was necessary to place two coffer-dams to wall off the quicksands which had to be penetrated. As long as the lock-site remained full of water, no difficulty was experienced with the pressure, but as soon as the process of unwatering was begun, preliminary to driving the foundation piles and laying the concrete, the effects of earth-, gulf-, and gas-pressures on the quicksands was such they ran through all defenses as through so many sieves; slides began, and the bottom began to "blow" up. Only by turning in a great volume of water to restore the balance, could the situation be corrected. Then 186 artesian wells were sunk, which had the effect of relieving the quicksands and the gas pressures. A third coffer-dam—this time of steel—one of the largest of the type ever constructed—was put in position, heavily braced with large timbers. On November 18, 1919, the task of emptying the lock excavation of water was warily resumed. Only a foot of water was removed at a time, and that only every other day. This method gave entire satisfaction. With the exception of one section of the wooden cofferdams, which moved forward a few inches, over a distance of about 300 feet, until engaged and arrested by the bracing, everything held.

The foundations of the lock rest upon 24,000 piles driven to a depth of 100 feet below the surface of the ground. The lock itself is a solid mass of steel and concrete 1,020 feet long, 150 feet wide, and 68 feet deep, weighing 225 tons empty, and 350,000 tons when filled with water. The usable dimensions of the lock are 75 by 600 feet, with a depth of 30 feet at minimum low water. The top stands 6 feet above the highest level ever recorded in the Mississippi. There are five sets of gates and

an emergency dam, the latter designed to be used only in the remote case that the lock-gates fail to work, and the city be threatened with inundation from that cause. Four pairs of the gates are of 55-foot size; the fifth is of 42-foot size. These gates are $4\frac{1}{2}$ feet thick and weigh 200 tons each. When open they fit flush into the lock walls. Each gate is operated by a 52-horsepower electric motor. Ships entering or leaving the lock will not proceed under their own power, but be worked through by capstans, of which there are six, two at each end of the lock, and two in the middle, each actuated by a 52-horsepower motor capable of developing a pull of 35,000 pounds.

A notable feature of the engineering work at this point is the enormous concrete syphon, the largest of its kind in the United States, which will carry the entire drainage of the city under the industrial canal and empty it into Bayou Bienvenu. This syphon is 378 feet long, and divided into two storm chambers each measuring 10 by 13 feet, one normal weather chamber measuring 4 by 10 feet, and a public utilities duct, in which will be laid gas and water mains, electric cables, etc. In ordinary weather the drainage will be sent through the smaller chamber. The larger channels will be employed as required. The syphon has a capacity of 2,000 feet per second. The floor of this great tube is located 46 feet below the surface of the ground. Its construction involved some of the same problems of quicksand and gas-pressures that the building of the lock involved, though, of course, on a smaller scale.

Four bascule steel bridges cross the Industrial Canal. Their extreme length is 160 feet; the moving leaf has a span of 117 feet. Three of them weigh 1,600,000 pounds each—superstructure only; the fourth, at the lock, 1,000,000 pounds; they are balanced by 800-ton concrete blocks. With a 30-foot right of way for railroad tracks, 11 feet for vehicles and trolley cars, and four feet for pedestrians, they are designed to meet traffic conditions of a great and growing city. They will support 50-ton street cars or 15-ton road rollers and trains a great deal heavier than any now coming to the South. Their tensile strength is from 55,000 to 85,000 pounds to the square inch, and they will bear a wind load of twenty pounds to the square inch of exposed surface of moving leaf. They are operated by two 75-horsepower electric motors; in addition, there is a 36-horsepower gasoline motor, to be used if the electrical equipment is out of order. To open or close the bridges will require a minute and a half.

Seventeen and a half million dollars in bonds have to date been issued to build the Industrial Canal. Almost this entire amount has been spent, and it will soon be necessary to draw against the \$2,500,000 for which provision was made when the last issue was floated. At the meeting of October 17, 1919, called by the Dock Board to consult with the business interests of the city it became apparent that from five to seven and a half million dollars more would be needed. This was promptly guaranteed.

The advantages of the canal are, that it affords navigable water-front industrial sites, closely served by the public belt railroad, to which long-time leases may be acquired by private enterprises; the fixed-level navigable water, necessary to some enterprises which cannot readily use the frontage on the Mississippi, where there is a difference between the high and the low water level of as much as 21 feet; and a shorter route from New Orleans to the sea—about one-half of the one by the Mississippi.

The banks of the canal have been already offered for the development of private industrial undertakings, and already two large ship-building plants, those of the Foundations Company, and of Doullut & Williams, have been established and are in operation there. But the benefits from the canal will begin to be most definitely felt when the National Government shall have adopted the free port system, by which other countries have pushed their foreign trade to such heights. Free ports are zones established in which imports may be stored, repacked, manufactured and then exported without the payment of duties. The present law makes provision for the refund of duties so paid, but only after vexatious delays and expensive red tape. In the preliminary investigations and recommendations by the department of commerce, New York, San Francisco and New Orleans have been designated as the first free ports that should be established. With the ample space that it offers for expansion, the Industrial Canal is the logical location for the free zone. It is only a question of time when the Government will open a new ship-route to the sea, by dredging a channel, from the Industrial Canal through Lake Pontchartrain or Lake Borgne. This would put New Orleans fifty miles nearer to deep water, and would have other commercial advantages. The United States engineers have for some months been studying the routes. Not only are both of these routes feasible, but because of the hard bottom and the slight action of cross-currents, the maintenance cost would be cheaper than any of the artificially dredged channels leading into the gulf at Mobile Bay, Gulfport, Atchafalaya, or Houston. It is estimated that the annual fill would be about 112,000 cubic yards a mile. The nearest second to that is the outer end of the Gulfport channel, where the shoaling is at the rate of 200,000 cubic yards. The cost of dredging the channel is estimated by engineers at \$10,000,000.¹⁰

In connection with the Industrial Canal important benefits will accrue to the city from the army supply base erected by the United States Government in 1917. This enormous plant was intended for the use of the army quartermaster corps, and cost \$13,548,000. There are three re-enforced concrete six-story warehouses, each measuring 600 by 140 feet, all equipped with the latest modern freight handling devices. These buildings furnish over 1,500,000 square feet of storage, not taking into account an additional area of 564,000 square feet, provided by a double-decked wharf and wharf-house in front of the warehouses.

The two decades immediately following the Civil war saw the rise of the Mississippi River steamboat traffic to its height, and its decline. At the beginning of the present century the river-business, which at one time constituted the backbone of New Orleans commerce, was practically extinct, the railroads having usurped the functions previously exercised by the river craft. An attempt with Government aid is now under way to revive the river trade by the utilization of large barges, and it is believed that the river will soon again become the important highway of commerce it was in the half-century 1830-1880.

In April, 1918, the Committee on Inland Waterways submitted to Congress a report recommending the utilization of the New York Barge Canal and the Lower Mississippi River. For the Lower Mississippi River it

¹⁰ T. E. Dabney, in *Item*, May 1, 1921.

recommended a fleet to cost \$8,200,000. On the Mississippi twenty steel flat-deck barges belonging to the United States engineers were chartered and temporary cargo houses erected on them, capable of carrying about 450 tons of freight each. A part of the fleet of the Kansas City-Missouri River line, consisting of two 1,000-ton barges, three 600-ton barges and two small towboats were purchased. Three other towboats were leased. The design of the committee in April, 1918, was a fleet capacity of 100,000 tons, to carry annually 1,080,000 tons. The result during the first year of operation was a fleet capacity of scant 10,000 tons, which carried 100,594 tons—about one-tenth of the designed traffic.

A classified statement of the tonnage and revenue handled on this Mississippi Barge Line from January 1, 1919, to December, 1920, showed these totals: Total tons, south and north bound, 104,769; total revenue, \$400,643.30; average revenue per ton, \$3.83. Virtually every shipper in the broad watershed between the Alleghany and Rocky mountains can take advantage of the barge line, which is designed not only to lower the freight charges in that vast territory, but primarily in time of lack of transportation facilities, to release that much rail equipment and service, and make it available to himself and all other shippers to be used in some other direction. In the first year of operation the barge line, with a small temporary fleet, supplied 75,000,000 ton miles of transport service. With the fleet now under construction, when completed, it will be able to furnish 1,000,000,000 ton miles annually.

A branch of the commerce of New Orleans the importance of which is underestimated even in the city itself is that on the New and Old Basins and their canals. The imports over these routes are valued at about \$1,500,000 per annum. The Old Basin and Canal, more properly called the Carondelet Canal, was perhaps the first artificial waterway constructed in the great territory of Louisiana. It was built to connect New Orleans with Lake Pontchartrain through Bayou St. John. History tells us that Bienville established the capital of the province on the Mississippi River, but that empire builder probably had his eye on the Bayou as much as on the river. The bayou was the point of entrance to the new town site and in direct communication with the settlements on Mississippi Sound, whereas the route by the river was long and at times dangerous. Between the bayou and the little settlement was a swamp, traversed by an Indian trail, which later became Bayou Road Street. The portage from bayou to town was difficult and laborious and the earliest settlers must have seen the necessity for an extension of the bayou to the walls of the city. Nothing was done, however, until Carondelet became governor of the Spanish province.¹¹

Bayou St. John was a narrow and shallow stream, without current, except during flood. It ran from a point in the rear of the spot where the town was located into Lake Pontchartrain, its source being about a mile and a half from the river. It broke through the Metairie Ridge, which runs from the river to a considerable distance beyond the point where the bayou cuts through it. The main French settlements were on the coast of the Mississippi Sound, at Biloxi, Dauphin Island,

¹¹ Benjamin T. Waldo, of New Orleans, who has been engaged for years in the suit before the U. S. Supreme Court concerning the ownership thereof, has investigated the history of the canal, and the narrative here given is based on papers in his possession.

Pass Christian, Bay St. Louis and Mobile, and communication existed between these posts and the French posts in Illinois and Canada by means of canoes and pirogues. The main route was through Mississippi Sound, Lake Borgne, Lake Pontchartrain and Bayou St. John, and up the Mississippi River. After Bienville moved his headquarters from Mobile to New Orleans no attempt was made to improve the little bayou, which had a bar across the mouth, passable by even small schooners only at high water. The Spanish built a fort at the mouth of the bayou, because it offered access to New Orleans. This old fort still stands. During the French and Spanish dominations the bayou was navigable as far up as the settlement at the bayou, where the portage trail struck the stream, and where a rude bridge was built, but this navigation was confined to canoes, pirogues and "chalans" or bateaux.

Seventy-six years after the founding of the city, in 1794, Louisiana then being a Spanish colony, Baron de Carondelet, the royal governor, laid off a strip of land extending from Bayou St. John to a point adjacent to the ramparts of the city for the purpose of digging a canal to connect the city through the bayou with the lake. This strip was 150 feet wide. Through the center of this strip there was dug by slave labor, donated by the king's liege subjects, a ditch fifteen feet wide for the double purpose of navigation and drainage. It was intended that the strips on either side the ditch should be embellished with an avenue of trees, affording an esplanade for the recreation of the inhabitants. But "mañana" is no new word in the Spanish language and the esplanade was never built. The canal was allowed to fill up with the sediment carried in the drainage from the town, and when the Americans took charge of the colony the ditch was practically useless for purposes of navigation. Pierre Baam testified that "this canal and basin did not last long; the canal got filled up by cattle passing through it." The territorial council of Orleans in 1805 vested the canal and bayou in the Orleans Navigation Company for the purpose of improvement and permitted the collection of tolls for its use. Up to November 15, 1821, the company expended \$143,490.39 upon work in the bayou and canal, and \$28,633.08 in the purchase of land. Ultimately \$375,000 was expended in the digging of the canal, its basin, and deepening the bayou. In 1821 the state brought suit to forfeit the charter of the navigation company but was unsuccessful. The company continued to operate until 1852 when it became insolvent, and its charter was judicially forfeited. The property was purchased by Currie and others, who organized the New Orleans Canal and Navigation Company and transferred the property to that corporation. The company was to have corporate existence for fifty years from March 10, 1838, after which it was to revert to the state under certain conditions. After the expiry of this half century the state entered claim to the property, which claim has been contested in the courts since that date and is still before the Supreme Court of the United States, where it promises to remain for some years.

The canal served for over a century to supply the needs of the city in the commodities of the parishes across Lake Pontchartrain, the principal entries being schooners loaded with charcoal, firewood, lumber, sea food from the lakes and sound and various other articles. Until the new canal was dug in 1835 it was practically the only means of traffic with that territory. A proposition is now being urged to have

the State of Louisiana purchase this property and operate it for the public benefit.¹²

The history of the New Basin Canal and Shell Road is not less interesting than that of its rival. In 1831, when the capital of Louisiana was at Donaldsonville, an act was passed by the Legislature to incorporate the New Orleans Canal and Banking Company. There was to be a capital of \$4,000,000 to be raised by seven commissioners to be appointed by the governor. It was provided the charter was to run until 1871 and that the company should build a canal at a point above Gravier Street to Lake Pontchartrain. There were to be one or more basins and a breakwater extending into the lake. The work was to be accomplished within four years or the charter was to be forfeited. The company was given absolute right to enter upon the lands of anyone, and in case of disagreement as to value the judge of the parish was to appoint appraisers.

Incidental to building the canal the bank was to carry on a banking business at New Orleans and other points in the state. In March, 1831, the commissioners announced they would receive subscriptions and a month later the subscribers met to select thirteen directors for the corporation. The company purchased valuable properties for the location of the canal—city lands for \$90,024.12, four thousand acres of the McCarty plantation for \$130,000, the Redon plantation for \$29,000 and part of the Augusta plantation for \$4,800.

It is not generally known, but the record shows that Simon Cameron of Pennsylvania, later great senator from that state and member of the president's cabinet, was selected by the Canal Bank to manage its canal property, and it was under his direction that the canal was dug. The entire excavation of the canal and basins to Metairie Ridge, a distance of over three miles, was completed in August, 1834. The second division to the Lake, considerably over two miles, was finished in July, 1835. The entire cost of the work, which was hampered greatly by outbreaks of cholera and yellow fever, was \$1,226,070.

In 1848 the Legislature provided that a levee should be constructed along the upper side of the canal to protect the city from breaks in the river levees up stream, and it provided also for the construction of a road not less than 25 feet wide along the whole length of the canal, which was to be surfaced with shells or other hard substance. This became the shell road which was famous throughout the United States, and was the locus of the expression "2:40 on the shell road," when that was the limit of speed of trotting horses. It was also required by this act that the canal should be utilized for draining the contiguous swamps by the establishment of culverts.

The completion of this new waterway contributed largely to the trade of the city by opening another route to points across Lake Pontchartrain, and it aided greatly in the upbuilding of the upper (or new) part of New Orleans, building material in large quantities coming by lake schooners into the heart of the municipality. Soon after the canal was opened it did a larger business than the old canal, and it still does the bulk of the lake trade.

After the expiration of the charter of the bank, which has become one of the greatest of the city's financial institutions under a renewal

¹² Times-Picayune, April 3, 1921.

of its life, the canal passed into the possession of the state and has since been operated as a state institution.

One of the most important features of New Orleans as a port is the fact that it is a "commodity port," where every kind of cargo may be obtained or delivered. Vessels calling for cotton have no difficulty in obtaining the necessary deadweight in iron and steel articles, spelter, or other metals. "An abundance of profitable freight is offered at all periods of the year. Rail and motor equipment, agricultural implements, cereals, canned goods of every kind, chemicals, confectionery, laces, piece goods, threads, ceramics, clothing, shoes, electrical goods, explosives, dried fruit, glassware, rubber goods, stationery, cutlery, enameled ware, hardware, machinery of all kinds, packing house products, condensed milk, dairy products, carbon black, paints, oils, paper, perfumes, silverware, silks and vegetables are some of the commodities which move in quantity and give the port its industrial standing."¹³ On the other hand New Orleans readily absorbs large quantities of fertilizers, crude rubber, raw cocoa, burlaps, hides, skins, hardwoods, notions, chicory, ferromanganese, clay, jute bags, toys and other goods in bewildering variety.

Still another advantage arises from the fact that the city itself is a great business center. The bank clearings of New Orleans increased from \$972,165,000 in 1915 to \$3,315,319,000 in 1920. The debits to individual accounts, which are the real index of business transactions, or purchasing power, were \$4,178,562,000 in 1920—more than the combined total of the next two cities in the Sixth Federal Reserve District. The total banking resources in 1920 averaged over \$300,000,000. There are over forty banks and branches in the city, with a capital surplus and undivided profits of \$24,300,000. While not primarily a manufacturing city, New Orleans possesses many such enterprises of importance. The value of manufactured products per annum is estimated at \$150,000,000, the principal lines being boxes, boxcars, burlap bags, canned products, candy, cigars and tobacco, clothing, cooperage and staves, food products, furniture, cotton goods, cotton seed products, ice, lumber, machine shop and foundry products, naval stores, sugar, rice, saddlery and harness, ships and boats. In all there are in New Orleans at the present time between 1,500 and 2,000 factories and industries, including the largest mahogany manufacturing plant in the world. The retail trade zone of New Orleans is large and constantly growing. It is estimated to contain a population of 2,000,000. The domestic wholesale zone is, of course, much wider. The estimated annual distribution is \$1,000,000. The city is a recognized jobbing center for groceries, dry goods, drugs, and hardware for five states and for Central and South American. The commercial and manufacturing development of the city has been greatly stimulated of recent years by the efforts of the Association of Commerce, an organization which now numbers 5,000 members. It is an active agent in promoting not only the interests of the city but of the Mississippi Valley which, it recognizes, are intimately connected with the future growth of New Orleans.

A few figures may be appropriately appended here to illustrate the vast scale on which the commercial and mercantile development of the

¹³ Gulf Ports Magazine, July, 1920, p. 29.

city has gone forward in the last twenty years. During that time the United States Government has spent \$20,253,006.00 in the city, \$13,548,006 on the army supply base, and \$6,705,000 on the naval station. The dock board has expended \$34,989,944.11, of which the largest single item has been for the Inner Harbor. The Orleans Levee Board's expenditures total \$10,092,943.02. The Belt Railroad has involved an outlay of \$1,970,000. The railroads have built river terminals which cost \$15,954,000. If we add the amounts spent by the federal, state and city authorities and the property owners in various works of sanitation, amounting, in all, to over \$41,000,000, we have a total expenditure at the port of New Orleans since 1900 of \$124,758,510.24. The United States Government has spent \$440,402,793.78 on the Mississippi River and its tributaries and upon the new barge line, which sum may justly be added to the foregoing total, giving a grand total of \$565,161,304.02 expended in the city for its direct benefit—an average of over \$24,000,000 per annum.¹⁴

¹⁴ I am indebted to Dr. William Dinwiddie, statistician of the Department of Research of the Association of Commerce, for the revision of this chapter, which he has, at my request, courteously and efficiently made.

CHAPTER XL

THE CITY'S CHARITIES

No feature of New Orleans is more characteristic and none more picturesque than its charities. Many of these are in the hands of the churches. Many others are governed by benevolent societies instituted for the purpose. There are, moreover, several funds in the custody of the city, the income from which is applied to eleemosynary purposes. The oldest of these are the Henderson and Girod funds; the latest the Delgado fund, instituted under the will of a wealthy citizen who was interested especially in the technical education of the poor. It is probable that no city in the United States has as many establishments of this order; certainly none the history of whose charitable funds is more strangely diversified with the incidents of war and reconstruction.

The Henderson Fund is a fund, the income of which is dispensed by a board of commissioners for the benefit of the poor of New Orleans. It was instituted under the will of Stephen Henderson, which bore the date of August 1, 1837. It contained the following remarkable paragraph: "I feel no obligation, however, for this act of charity. It is only done to help the poor, who, like myself, may be thrown upon the world without a penny or a friend. My greatest object is to do the greatest quantity of good, and to the greatest number of persons and to the poorest people." This object, however, was for a long time prevented by litigation. The will was probated March 14, 1838, before Judge Bermudez. A suit to annul the instrument was carried up to the State Supreme Court, where the chief justice, Thomas Slidell, handed down a decision declaring of no effect some of its most interesting provisions, particularly those arranging for the gradual liberation of the testator's slaves, provided they should voluntarily return to Africa; for the maintenance intact of the succession, and for the establishment on the Destrehan plantation of a city to be called Dunblane, after the Scottish town in which Henderson first saw the light. Involved in this litigation are some of the most famous names of the old bar of New Orleans—Grimes, Prentiss, Soulé and Briggs. Destrehan remains today a station on the railroad a few miles above New Orleans; and half a mile away, in a tomb surrounded by an iron fence, in what is known as the Red Church cemetery, lie forgotten even by those who benefit from his generosity today, the remains of Henderson, by the side of his wife.

The Henderson will provided that the estate, after the payment of certain legacies, be kept intact and administered by a board of three commissioners, to act as such during their lives; vacancies to be filled by appointment by the governor, the chief justice, and the judge of the Probate Court (Civil District Court). The executors were P. A. Rost, Stephen Henderson, Jr., and Jonathan Montgomery. The commissioners were to receive \$1,500 each per annum. Rost subsequently became a member of the State Supreme Court and was acting as such when the case of the heirs vs. the executors came before that court, in 1850, when he rescued himself. Later on, after the partition of the property, he became owner of the Destrehan plantation. The will

bequeathed to the Charity Hospital, the "Orphan Boys" (the Asylum for Destitute Boys) and the "Orphan Female Society" (Female Orphan's Asylum) the sum of \$2,000 each; and to "the Firemen's Fund" (Firemen's Charitable Association) \$500 per annum. A legacy of \$2,000 per annum during a period of five years was left to Doctor Clapp's Church; of the same amount to the Catholic Cathedral, to "Maffit's Church" and to "The English Church in Canal Street" (Christ Church). One clause provided for the payment of \$2,000 per annum during a period of ten years to the authorities of the City of Dunblane in Scotland to enable them to establish a school "for the education of the poor." To the same city Henderson left \$2,000 annually in perpetuity for the relief of the poor.

Henderson owned, among other important properties, the Houmas plantation. This estate was his jointly with Henry Doyal. In the will elaborate provision was made for the acquisition of Doyal's interest in this property, together with the slaves thereon. This was to be done preliminary to the enfranchisement of any of such slaves as signified voluntarily their desire to return to Africa. Those who did not elect to return to Africa were to remain in slavery. The attempt of the executors to carry out the will insofar as concerned the Doyal interests resulted in litigation. In 1850, as has been said, Judge Slidell nullified the provisions relative to the liberation of the slaves, the creation of the City of Dunblane, and the perpetuation of the estate as an entity. Meanwhile there had been a partition of the property now occupied by the Shippers' Cotton Press, constituting the square bounded by Robin Front, Fulton and Henderson streets,¹ and of other property situated below Henderson Street. This property was appraised and partitioned in a fashion such as to guarantee the legacies of \$2,000 per annum to the Henderson Poor Fund, thus created; the Charity Hospital, the Destitute Orphan Boys' Asylum, the Female Orphans' Asylum, and the legacy of \$500 per annum to the Firemen's Charitable Association. This was in 1841. At that time Front Street was really what its name implies; all the land in front was "batture" or alluvial deposits. The edge of the river was from 100 to 175 feet further inland than it is today. The center of the Mississippi was actually just a little beyond the edge of the present Henderson Street wharf. In the course of time all the property below Henderson Street was sold by those to whom it was assigned in the partition of 1841, and passed into the hands, first of Sam Boyd, and finally of the Texas & Pacific Railroad. Both Boyd and the railroad acquired ownership outright. The titles of the lots in the square bounded by Robin, Front, Fulton and Henderson streets established the relative interests of the various owners in the batture and all subsequent accretions in front of Front Street, from Henderson to Fulton. This arrangement has existed undisturbed from that day to this. The only change has been in the ownership of certain of the lots which were acquired by Sam Boyd, and upon which this gentleman erected the Shippers' Press.

The Press occupied the entire square. Some of the lots, as has been said, had been acquired outright by Boyd; but others were held on lease. Subsequently the Texas & Pacific Company secured in fee simple the lots held by Boyd in this square, and, incidentally, the rights

¹ This street was named for Stephen Henderson.

which went with them to the batture property. The railroad eventually occupied under lease the whole of batture and the square bounded by Henderson, Robin, Front and Delta streets. The terms of its lease were that the property be appraised at the end of each decade, and the rental established on the basis of that appraisal at the rate of eight per cent per annum. The value of this property is large—probably over \$120,000. By virtue of the fact that the railroad company is itself part owner of the square occupied by the Shippers' Press, part of its rent is returned to it. The rest, however, goes to the Henderson Poor Fund, the Charity Hospital, and the other institutions mentioned in Henderson's will, in proportion to their holdings outright in the Shippers' Press Square. This fund is administered by the Henderson Poor Fund Commission, which also administers the property, on behalf of itself and the other owners.

The distribution of the Henderson Poor Fund is effected through almoners appointed by the commission. There has never been any legislation with regard to the appointment of the commissioners. None has been needed. The Henderson will furnishes ample authority. By consent and custom the chief justice of the state and the senior judge of the Civil District Court, as successor to the Probate Court of Henderson's time, endorse the governor's appointments. The only requirement under the will is that the commissioners be "moral, correct, honest and intelligent men and under a good moral character." They serve without pay during good behavior, give no bond, and are accountable to no one as to their collections, disbursements, or methods followed in effecting either collections or disbursements. There has been a remarkable harmony with regard to the management of the property. The disbursements have usually been made through women, appointed as almoners, who by temperament, training and experience are competent to place the funds where they will do the greatest good to deserving persons. Just as Henderson's will contemplated the management of his estate by men of such probity that bonds would be superfluous, so in their turn the almoners have been persons worthy of absolute confidence. Hence, no restrictions are put upon the amounts which the almoners distribute. It will be seen, then, that insofar as the appointment of the commissioners is concerned, the Henderson fund is a public institution, but insofar as its management is concerned, it is a private charity.

The Girod fund, which, like the Henderson fund, was by its founder intended to subsist as an entity, and which would, had the wishes of the testator been observed, now amount to an immense sum, was distinctly a public institution. It was established, as has been narrated elsewhere, by Nicholas Girod, the first elected mayor of New Orleans. At his death, in 1840, Mr. Girod left \$100,000 to the mayor of New Orleans, as custodian, for the purpose of establishing and maintaining an institution for the support and education of orphans of French parentage. The bequest was, however, immediately made the subject of litigation. Girod had been the executor of his brother's estate; a considerable portion of that brother's property had been acquired by him in payment of debts alleged to be due by the estate; and the claim was set up by a group of heirs in Europe that these claims were not well founded.

The Supreme Court of the United States handed down a decision in favor of the heirs, with the result that the amount finally handed

over to the City of New Orleans was only a little more than \$28,000.² This sum, however, was carefully administered. By wise investments it was increased by 1870 to \$75,703.43. It was then decided to proceed to carry out the provisions of the will and a group of buildings was erected in the rear of the city, on Metairie Ridge, in the rear of St. Patrick's Cemetery. These structures have now been demolished. They cost a large sum, however, and the amount of the fund remaining was so insignificant, and the conditions which then prevailed in the city so extraordinary, that there was little prospect that the buildings and grounds would ever actually be utilized for the purpose which the founder had in view. For some time the place stood vacant. Then it was occupied by the city as a boys' house of refuge down to the time when the new reformatory was erected in Nashville Avenue. In April, 1894, the city council directed the comptroller to advertise the lease of the buildings and grounds for a period of ninety-nine years, the lessee binding himself to care for a certain number of orphans of French parentage throughout that period. On May 24, 1894, the bid of S. Vidalat, vice president of the French Orphan Asylum and of the Girod Asylum, was accepted. Mr. Vidalat bid \$10 per annum and assumed the obligations described; but the board of health subsequently examined the premises and ascertained that they were unhealthful and unsuited to the purposes contemplated, and in consequence the council passed an ordinance releasing the society from its agreement. A few years later the buildings were turned over to the Society for the Prevention of Cruelty to Children, which established there a home for destitute colored boys who had been committed to the care of the society by the Juvenile Court. This arrangement was terminated six or seven years ago, when the city relieved the society of the charge of the buildings, the commissioner of public buildings being instructed to erect the new buildings which, with all modern improvements, mark the site and which are used as a house of detention for both white and colored boys. All that remain of the old buildings erected by the city with the Girod legacy are the chapel and part of the main building. These were utilized in the construction of the present structures.

The history of the Milne fund is something like that of the Girod fund in its record of the dispersal of what might have been a glorious heritage for the city. Alexander Milne was born at Fochabers, Scotland, in 1742. He started life as a footman in the family of the Duke of Richmond and Gordon. It is said that when this nobleman decided to put his household in livery, and required Milne to powder the fine head of bright red hair of which he was inordinately proud, he refused and, rather than submit, left his situation and emigrated to America. He arrived in Louisiana in 1776. It is not known what business he first followed in this city, but ultimately he established himself in the hardware trade, prospered, and then branched out into the manufacture of brick, in which business he utilized a large number of slaves. Most of the brick used in New Orleans in the latter part of the eighteenth century was his product. He is described as a small man, with hanging head, and eyes fixed constantly on the ground, oblivious to his surroundings, and dressed in such delapidated garments that he was constantly mistaken by strangers for a beggar, but by his fellow citizens he

² See Michaud vs. Girod, 4th Howard, 503-564.

was much esteemed as an honest, capable man, prudent and careful in his management of business. He resided on Bayou Road, near Robinson Street, in a singular, castellated mansion which was, after his death, converted into an asylum, or hospital, by a local French benevolent society. The building was remodeled, and in 1904 nothing remained of it except the walls, and these seem to have disappeared since then. From the Spanish Government Milne obtained large grants of land in the vicinity of the Gentilly farms. He became imbued with the idea that the swamp lands along the shore of Lake Pontchartrain would some day become valuable, and invested a considerable sum in the purchase of large tracts there until at the time of his death, in October, 1838, he owned twenty-two miles along the margin of that body of water, extending from the Rigolets all the way into Jefferson Parish. In Milne's time persons going to and from Mobile usually made their way to or from New Orleans via the Old Basin Canal or Bayou St. John to Milneburg and there caught the steamer. Milne sold a great deal of his land in this town. These lots became very valuable. At one time the town was an important place, not much smaller than the City of New Orleans. It is said that in the course of a single week Milne once disposed of property in and around the town valued at \$3,000,000. He also bought land in New Orleans. At his death it is estimated that his real estate was worth not less than \$2,000,000—an enormous sum in those days, equal to not less than \$5,000,000 at the present time.

In his ninety-fourth year Milne, feeling that his life was drawing to a close, made his will. He sent for Carlisle Pollock, the best-known notary then in New Orleans, and to him dictated a remarkable document. "I found him in his usual state of health and sound of mind, memory, and recollection," says the notary. Milne disposed of \$30,000 in bequests to relatives in Scotland. He freed his two house servants, and made liberal provisions for their support. He assigned them ground on Esplanade Avenue and directed that \$10,000 be used in building thereon two brick houses, the rent from which would suffice to keep them in comfort for the rest of their days; and until these houses were ready he authorized his executors to pay to each \$3 per day for their support. But the most important feature of the will was the clauses dividing the residue of his estate into five parts, of which one part, valued at \$100,000, was left to found a school in his native town in Scotland. The other parts, each estimated to be worth \$500,000, he left to found two asylums and to endow two which were already in existence. "It is my positive wish and intention that an asylum for destitute orphan boys and another asylum for the relief of destitute orphan girls shall be established at Milneburg, in this parish, under the name of the Milne Asylum for Destitute Orphan Boys and the Milne Asylum for Destitute Orphan Girls; and that my executors shall cause the same to be duly incorporated by the proper authorities of this state; and to the said contemplated institutions, and to the present institution of the society for the relief of destitute orphan boys in the City of Lafayette and parish of Jefferson in this state; and to the Poydras Female Asylum in this city I give and bequeath in equal shares or interests of one-fourth to each, all my lands on Bayou St. John and on the Lake Pontchartrain, including the unsold land of Milneburg."³ Milne named as executors of his will G. W. Morgan, Richard Relf and Thomas Urquhart.

³ See Times-Democrat, May 13, 1904.

The will was admitted to probate October 23, 1838. Five days later the original inventory was filed. From this it appeared that the estate amounted to \$913,805.94, but as a matter of fact the real estate was appraised at merely nominal values, the whole immense trace along Lake Pontchartrain, for example, being set down as worth only \$43,500. The executors made an effort to comply with the terms of the will. In 1839 the State Legislature passed two acts duly organizing the asylums.⁴ The first board of directors of the girls' asylum was composed of Mmes. Daunoy, E. A. Canon, Marigny, Andry, Merle, Nott and Preston; Misses Barnet Brunetaire, and Messrs. Claiborne, Hennen, T. W. Morgan, Pollock, Clay and Kerr. The original board of directors of the boys' asylum was composed of Bishop Blanc, Relf, Morgan, Pollock, E. A. Canon, Louis Bringer, Charles Cuvillier, W. C. C. Claiborne and Hartwell Reed. Under the acts of incorporation it was stipulated that a meeting should be held annually on the first Monday in January, at which eight directors should be elected to preside over the destinies of each of these asylums during the following twelve-month. "If for any cause whatsoever," ran the charter, "an election of directors should not take place agreeably to the provisions of the acts mentioned it is declared to be the duty of the state to appoint directors for the current year and also to fill any vacancies that may occur in that direction." Provision was also made for inspection of the institutions by governmental officials.

There has always been some uncertainty as to the actual existence of these asylums. Among the archives of the Civil District Court in New Orleans there are, however, papers audited and approved in 1840 which show that these institutions were actually opened and operated, though it appears that there never were more than a handful of children in either the boys' or the girls' asylums. These papers list sums of food, clothing, coffins, medicine, etc., which indicate that the energies of the directors were not wholly expended in other directions, and that they did make an effort to comply with the conditions of the Milne will. These asylums remained in operation down to 1865, when they "were closed on account of lack of funds." It is said that the boys' asylum was actually closed some time earlier, when the control of the Milne fund was put in the hands of a board of directors appointed by the United States military officials then in possession of the state. Definite information on this subject is not available.

The original directors are not wholly blamable for the haphazard way in which Milne's plans were carried out. They had many obstacles to contend against. There was, first of all, difficulty in getting the estate together. There was, secondly, long and costly litigation. A suit arose over the legacy to the Town of Fochabers. The Duke of Richmond and Gordon, on behalf of that town, brought suit for the legacy and finally obtained a decision against the executors. The point was, whether the legatees in Scotland were capable of inheriting under the law of Louisiana. That law provided that bequests could be made by citizens of the state only to persons residing in foreign lands the laws of which did not debar Louisianians from acquiring similar inheritances. The Scottish law, however, contained a provision requiring heirs to be citizens of the United Kingdom. It was held that this annulled Milne's bequest to the Town of Fochabers. The payment of the legacy with

⁴ Acts 2 and 3 of 1839.

interest and the fees made a heavy inroad on the cash of the estate. However, this portion of Milne's fortune is the only one which ever proved of any benefit to anybody. With it was established a school of a technical sort, in which students were trained for the Government civil service. For a long time it was recognized as the best institution of the sort in Great Britain. Its excellence did much to establish the reputation of Scotland for the excellence of its educational system. It still exists. In the school building in Fochabers stands a statue of Milne, probably the only authentic portrait of the eccentric philanthropist that now may be seen.

Another expensive litigation resulted from the attempt of the Milne heirs to nullify the charitable bequests in the will. This suit was appealed from the Court of Probate in 1841. A decision was finally obtained against the plaintiff.

At the end of these long contests, in which participated all four of the institutions which Milne designed to benefit, there was left only the swamp land. Part of this was alienated as a result of contentions which arose regarding the division among the institutions interested; another part was forfeited in connection with the drainage warrants cases towards the close of the ante-bellum period; and still another portion fell into the hands of the railroad companies then building into the City of New Orleans. Then came the Civil war. At last, in 1864, one of the directors went to the then acting mayor and surrendered to him a few hundred dollars, with the statement that this, with the remainder of the land, was all that was left of what, under happier auspices, should have been one of the richest bequests to charity ever made in Louisiana. Later on, a large part of the land was sold for taxes due to the state and passed to private parties, whose titles thereto were confirmed subsequently by two decisions of the State Supreme Court.

After the Civil war no attempt was made to establish the asylums contemplated by Milne. The corporation has had a checkered career. The annual meeting for the election of directors seems to have been frequently neglected, and at intervals the governor of the state exercised the authority conferred upon him by the statutes of 1839 and named the board of directors in default of that which should have been chosen by the members of the corporation. The mayor of the City of New Orleans was usually a member of the boards thus appointed. There is in existence a report which shows that Mayor Flanders was a member on the board of 1870. Governor Wiltz issued a commission as director to Mayor Shakespeare in 1881. This fact, that the mayor was usually a member of the board of directors, accounts for the fact that the funds and the property of the asylums finally passed to the city; but nothing is definitely known of the history of the Milne bequest in all this period. During his term of office Mayor Flower turned over the money, bonds, and other property which had been placed in his hands by the predecessor to the custody of a board composed of the city treasurer, the city comptroller and himself. The property thus delivered to the board, which thereafter had charge of the administration, down to 1904, consisted in November, 1899, of \$2,047.30 in cash, \$4,000 in city constitutional bonds, \$1,500 in "premium" bonds, and two pieces of real estate situated on Ursuline Street, in New Orleans. By judicious investment this fund showed thereafter a considerable increase.

In the meantime the succession proceedings of the late Alexander Milne lay dormant in the Second District Court until the '90s, when they were transferred to the Civil District Court. In February, 1900, the State of Louisiana, through the attorney general, applied for the appointment of a trustee to take charge of the property of the two Milne asylums, and Charles Louque was appointed to that position. Mr. Louque was later also appointed receiver for these institutions, and in December, 1902, was authorized by the court to proceed to organize the asylums. There was, however, some question as to the right of the court to make these appointments, in view of the provisions in the acts of 1839, which conferred this function upon the Governor. The matter was brought before Governor Blanchard by Norman Walker, and in 1904 that official appointed new boards of directors, one each for the boys' asylum and one for the girls' asylum. To these appointees Mr. Louque turned over the property which had been put in his custody as trustee and receiver. The boards organized on August 24, 1904, with Mr. Walker as president of the boys' asylum and Miss Jean Gordon as president of the girls' asylum. The former board was composed of Norman Walker, F. J. Dreyfous, A. G. Ricks, Charles Louque, G. M. Leahy, F. F. Hansell and E. J. Hamilton. Mr. Dreyfous was elected vice president, Mr. Ricks treasurer and Mr. Leahy secretary. This organization still exists, with the exception that Mr. Louque has resigned from the board. This organization has limited its activities to recovering and rehabilitating the real estate and assets of the fund. The real estate in the City of New Orleans has been sold; it holds now only the lands in and around Milneburg. The girls' asylum board also possesses considerable property at Milneburg. Under its auspices was established in 1920 a home for feeble-minded girls at Kenner, La.⁵

One of the institutions which figured in the Milne will, but which appears not to have benefited thereunder was the Asylum for Destitute Orphan Boys. This institution is one of the oldest charitable institutions in the South. It was chartered about 1815 by an act of the Legislature. About 1865 the charter was renewed. The property of the institution is managed by a board of eight directors. Up to 1841 there was no permanent endowment but the asylum was supported by voluntary contributions from the community; in that year fire destroyed its plant and an appeal was made to the public for assistance. A legacy which was received a few years later from John McDonogh enabled the board to rebuild on an extensive scale on St. Charles Avenue, between Dufossat and Bellecastle streets. The buildings, here, however, were badly damaged in the hurricane of 1915. The board thereupon sold its property in New Orleans and at the present time the asylum is located at Pass Christian, Miss., on the shore of the Gulf of Mexico. The legacy from McDonogh was the principal incident in the history of this institution. It was conscientiously conserved, and has been fruitful of the good desired by the donor.

McDonogh died in October, 1850, dividing the bulk of his enormous estate between the cities of New Orleans and Baltimore, for the establishment of free schools for the benefit of the poor. Out of this bequest

⁵ Times-Democrat, May 13, 1904. In the preparation of the foregoing narrative I have also had the advantage of statements from Norman Walker and George M. Leahy.

has grown in large measure the present admirable school system of New Orleans. But McDonogh bequeathed to the Asylum for Destitute Orphan Boys one-eighth of the income of the net value of his estate, with the proviso, however, that the payments under this clause in his will should terminate when they aggregated a total of \$400,000. This amount was never realized by the institution. Litigation and the Civil war are given as the causes which led to a reduction in the amount intended for this charity by the testator. The McDonogh estate became the subject of contention, the effect of which was to delay the distribution of funds among the legatees. In order to put an end to these delays, the City of New Orleans, in 1857, entered a suit in the Fifth District Court against the other corporations interested, and the court directed that a partition be made between the two cities named, subject to the then value of the annuities, of one of which the asylum was a beneficiary.

An appraisement of the estate by a commission appointed by the court showed that the estate was worth \$1,465,680 instead of over \$2,000,000, as had been previously estimated. On this basis it was figured that the then cash value of the annuity due to the asylum was \$84,230.27. In arriving at this result it was assumed that the annual average income of the estate for twenty-four years would not exceed \$64,000. On this basis the partition was effected under an order of the State Supreme Court in 1858. But the asylum actually received a larger sum. An entry in the books of its treasurer under date of August 1, 1859, shows that the sum of \$100,039.25 was handed to the officials of the asylum. From this amount \$5,258.40 in fees was deducted, leaving a net total of \$94,779.85. It appears also that the city owed a further sum of \$3,273.90 for an annuity payment decreed by the referees to whose consideration the asylum's claims had been referred. The sum thus received was expended in the purchase of the site on St. Charles Avenue and Dufossat Street occupied till recently by the institution. The fact that the asylum figured thus largely in the McDonogh will led to its receiving popularly the name of the McDonogh Asylum. The institution, however, also benefited under the Henderson will, as related above.

The other institution named in the Milne will—the Poydras Asylum—although a private institution in the sense that the municipality has nothing to do with its management, may be briefly mentioned here. It is the oldest orphanage in the city and probably the oldest in the South. It was established prior to 1817 as the result of an appeal by the mayor of the city to Dr. and Mrs. George Hunter and a little group of devoted women, to help care for twenty orphan children brought into port by a plague-stricken immigrant ship. Up to that time the city had had no need of an orphanage. The disposition of these hapless arrivavls was a grave problem. Mrs. Hunter, who was a Quakeress from Philadelphia, held a meeting at her home, at which a number of other ladies were present, with the result that the children were temporarily housed in private homes. A building was soon rented on Race Street and "Sycamore Grove." A charter was secured from the state on January 16, 1817. The incorporators were Mrs. A. H. Wolstoncraft, Mrs. M. A. Hunter, daughter of Dr. and Mrs. Hunter; Mrs. A. H. Finley, Mrs. S. F. Morgan, Mrs. A. Bryant and Mrs. H. H. Brand. The work aroused the interest of Julien Poydras, who gave \$1,000 in cash and his home at the corner of Julia and St. Charles streets to shelter the little

charges of the society. This site was occupied for thirty-nine years. Then, with the proceeds of the bequests of Poydras and Stephen Henderson and Nicholas Girod, the present site at the corner of Magazine and Peters avenues was purchased. More than 2,000 children have been sheltered in this institution.

Still another great public charity, the fund for which, after many vicissitudes, was rescued and made to perform the splendid offices intended by its founder, is the Touro fund. On this fund the almshouse established by Mayor Shakespeare with the so-called "gamblers' fund" is now in part supported. Judah Touro, one of the wealthiest and most philanthropic of the great merchants of New Orleans, died in 1854. In his will he left a sum of money to establish an almshouse for the relief of the poor and aged. Previous to this time the city appears to have been without an institution of this character. There is, it is true, an old map, made in 1830, on which there is located at the corner of Canal and St. Philip (University Place) an "almshouse." But as the third charity hospital occupied that site, it seems clear that the almshouse, such as it was, was not an institution such as is implied in our present use of the word. The workhouse and the jail served in its place. An indigent was accorded quarters in these institutions and made to serve time really as a prisoner. Only in the numerous institutions supported by religion was the needy assured of sympathetic and respectful treatment. In fact, not until Touro suggested the necessity, does the need of a public "almshouse" seem to have been appreciated in the community. Touro's bequest was \$80,000. It was left in trust with Rezin D. Shepherd. Associated with Mr. Shepherd as co-executors were A. K. Josephs, G. Kursheedt and P. A. D. Cazenave. By judicious investments Shepherd increased the original legacy to \$130,000. He then added from his own funds the amount necessary to enable the purchase of a site on the river front, between Desire and Piety streets, which cost \$43,000. The construction of a splendid building 300 feet long and 60 feet deep, three stories high, in the Gothic style, was begun on February 22, 1858. In April, 1862, this edifice was substantially completed. It cost \$206,000. The difference, estimated at \$60,000, between this figure and the amount of the Touro bequest, is believed to have been contributed by Mr. Shepherd. The city was occupied by the Federals a few weeks later. The almshouse, not yet turned over to the city, was seized by the Federals under Butler, and used as a barracks. The date for the evacuation of the building was set at September 1, 1865. On the night before, however, fire broke out in the quarters occupied by Capt. Sylvanus Small's company and the building was completely destroyed. The flames seem to have caught inside of the structure. The soldiers had built an oven 12 feet square against a ventilator shaft which was used as a chimney. While they were baking beans the shaft became overheated and ignited. The ruins stood for some years, but gradually crumbled away and the site was subsequently turned into a coal yard.

By order of Maj. Gen. E. R. S. Canby, a board consisting of three army officers was appointed to investigate the destruction of the almshouse. It met in New Orleans on September 10, 1865. It found that "the burning of the Touro almshouse on the night of September 1, 1865, was occasioned by a fissure in the ventilator, the impure air flue, used as a chimney for the bake oven erected in the right wing of the building, through which fire was communicated to the rafters." This report was

adopted by the Court of Claims, which by some mysterious process of reasoning, found that "the reasonable rental value of said building during the said period of occupation, was \$21,000, or \$28,000 less than the Government had expended thereon in the completion and repair of said buildings * * * the reasonable value of the said building, including the expenditures so made by the Government, as aforesaid, was at the time of the destruction \$94,400, which * * * represents the rental value and the destruction of the said building." The city put in a claim for compensation for the loss of the building. It asked \$287,585, of which \$206,000 represented the value of the structure itself, and the remainder was rent for the period from 1862 to 1865. This claim has not yet been settled, although recently Congress appropriated the sum of \$21,000, which has been paid to the almshouse board on account.

As a result of the destruction of the almshouse the trustees of the fund found themselves with nothing but the site and \$4,000 in cash. These were turned over to the city and deposited with the comptroller. The homeless and needy continued, as before Touro's time, to find a refuge in the workhouse or in the religious establishments conducted for their benefit. This continued down to 1882, when Mayor Shakespeare established the "gamblers' fund," an extra-legal system of taxation on vice, which enabled him to raise as much as \$40,000 a year. With this income he purchased a site on Arabella Street, one block back from St. Charles Avenue, and there erected a handsome structure, capable of accommodating 150 persons, at a cost of about \$100,000. The "gamblers' fund," in the nature of things, could not continue long; it ceased in 1886. From that date till 1900 the city council budgeted \$10,000 annually for the support of the Shakespeare almshouse, as the institution was called, and finally, in that year, this sum was further reduced to \$7,500. In 1901 the cost of maintenance was \$901.60 in excess of the income. In 1901 Mayor Capdevielle, realizing that a necessary public institution was falling into decay, determined to take steps to reinstitute the almshouse. He appointed a new board of managers, composed of T. P. Thompson, J. P. Buckley, G. W. Roth, J. A. Pierce and G. A. Chiapella. With few changes this board has continued to manage its affairs ever since. T. P. Thompson is the president and J. P. Buckley the secretary. The board, on taking office, found itself confronted by a serious condition of affairs. The institution contained 100 inmates, the buildings required immediate repair, and the moral conditions were such as to invite sharp editorial comment from the city newspapers. It was found necessary to dismiss all employees. President Thompson discovered that there was in the hands of the city treasurer the balance left from the Touro fund, now by the slow increment of interest amounting to \$14,610.85. This fund was under the management of a board of trustees, composed of the mayor and the city comptroller. He was able, with the co-operation of City Treasurer Penrose and City Comptroller Tujague, with the advice of the city attorney, S. L. Gilmore, to have this fund turned over to the board of which he was the head. With it was also turned over the site of the old almshouse. In this way under the present board the bequest of Judah Touro began at last to benefit those for whom it was intended, nearly fifty years before. In recognition of the new status, Mayor Capdevielle altered the name of the almshouse to its present form—the Touro-Shakespeare almshouse.

Among the bequests designed to benefit the needy, of which the city has charge, none has served a better purpose than the Fink fund. It supports the Fink Home for Protestant Widows at 3643 Camp Street. This fund was bequeathed to the city by John D. Fink, who died in 1856. The amount set aside under his will was \$215,000, which was invested in "premium" bonds, then worth 70 cents on the dollar, but now at par. The income, therefore, is between \$700 and \$800 a month. The Fink Asylum was opened in 1874. In 1875 the city council passed an ordinance authorizing the purchase of the present property. In 1874, also, the council provided for the appointment of a board of commissioners to manage the affairs of the institution, but with the condition that a quarterly report be rendered to it. This ordinance contained a provision to the effect that not more than \$1,000 might be paid out from the fund at any one time. The board of commissioners is composed of representatives (usually two) of the different protestant denominations in the city, except the Lutherans, who are represented by one commissioner. It is not the policy of the home to care for orphan children, but children may be admitted with their mothers where such is deemed advisable.

At the present time the city has charge also of the Sickles fund, instituted in 1856, to supply gratuitously medicines and medical advice to the poor of the city. Simon D. Sickles was a druggist. He died in 1856. In his will, dated July 13, 1854, he bequeathed to the municipal authorities all of his property remaining after the payment of certain legacies. The first installment received by the city under this bequest was paid May 6, 1866, and amounted to \$14,000; the second installment was paid April 19, 1867, and was \$2,884.93. By an ordinance adopted by the city council in January, 1872, these sums were placed in the hands of the administrator of finance, subject to the control of the council. By successful investment the total was added to steadily until in 1897 it amounted to \$66,000. But as the dispensary was not yet opened, the heirs of Sickles brought suit to revoke the bequest and recover the legacy. This suit was tried in 1893 and a decision in the United States Circuit Court for the Eastern District of Louisiana was rendered in favor of the city. The fund continues to be in the custody of the city treasurer, but the income is expended by the city board of health in the accomplishment of the purposes contemplated by the founder.⁶

The latest, and one of the most considerable of the beneficences which the city handles is the Delgado bequest. This fund is designed to permit of the erection and maintenance of a central industrial school in which boys of the grammar grade in the public schools of the city can be taught a trade. Isaac Delgado was a native of Jamaica, and like many of the other benefactors of New Orleans, notably Milne, McDonogh and Fink, was never married. He died in New Orleans January 4, 1912. His will, after making various bequests, including \$100,000 to the Charity Hospital, provided that all the residue of his estate should be utilized for the establishment of the trade school referred to above. The fund was turned over to the city in 1913. It included \$800,000 in cash and a plantation. The amount was, however not sufficient to enable the school to be built at once and yet allow a sufficient

⁶ See the record of the suit of E. A. O'Sullivan vs. the City of New Orleans, as decided in the State Supreme Court.

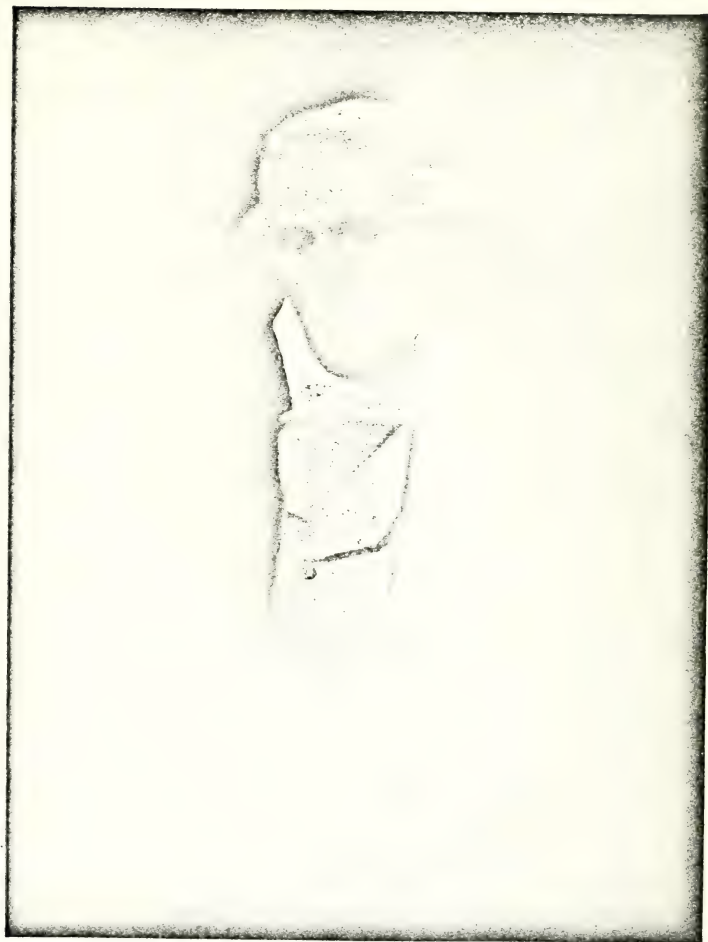
income to operate it. The money was, therefore, invested. In 1914 plans were worked out with a view to putting into execution at the earliest possible moment the benevolent intentions of the testator. City Architect Christy had, in fact, drawn plans for the building when the outbreak of war with Germany caused the National Government to put its veto upon the project. Meanwhile, the fund accumulated, and at present amounts to \$1,250,000 in addition to the plantation. The work of building was begun in August, 1919. The building, which was finished in 1921, cost \$700,000. The site on which it stands cost \$187,000. It embraces a tract of 87 acres. The ground was purchased from the city park. A plan by which the school will have a revenue sufficient to enable it to operate effectively was worked out by Commissioner Lafaye before he resigned from office. Under this arrangement the school will receive \$50,000 out of the state funds for education. This is provided for by a constitutional amendment. It will also share in the appropriations of the national government under the Smith-Hughes bill and it may be necessary for the city to budget a small additional fund. The cost will be about \$75,000 per annum. It was opened in June, 1921, under the direction of H. G. Martin. The boys eligible to admission are those in the eighth grade of the public school, or the equivalent. Classes are held daily except on Sunday, and there are classes on three nights per week. The fund is administered by a commission created by an ordinance of the city council, composed of five members ex-officio and five appointed by the mayor. The present incumbents are Mayor A. J. McShane, Joseph Kohn, Wilbert Black, commissioner of public property; D. J. Murphy, president of the school board; H. C. Schaumburg, representing the school board; J. M. Gwynn, superintendent of the public schools; E. E. Lafaye, Douglas Anderson, G. J. Glover, and S. W. Weis. The secretary of the board is Louis A. Dodge.

CHAPTER XLI

ARTISTIC AND LITERARY PROGRESS

The material for a history of the development of New Orleans along intellectual and artistic lines probably does not exist in anything like completeness, but sufficient data is available to enable us to form some idea of that development in one or two directions. The musical and dramatic history of the city is given elsewhere. In the present chapter the attempt will be made to trace the evolution of the city's art institutions, and its libraries and museums. It is a fact not generally known that prior to the Civil war New Orleans was one of the principal art centers of the United States. The wealth and culture of the inhabitants attracted to the city many of the leading American painters, works from whose brushes are still rescued from time to time from the grime of auction rooms or the attics of dilapidated homes. Such private collections as those of James Robb and Burnside would have lent importance to any community. When Robb's collection was sold, on February 26, 1859, sixty-seven canvases of importance were put up, including works by Rubens, Snyders, Salvator Rosa, Horace Vernet, Natoire, David, Roberts, and Lambdin. Some of these are now in public galleries in various parts of the United States. The Salvator Rosa and the two pictures by Vernet may be seen today in the Boston Athenaeum; and the Natoire, although the property of a private collector, hangs in the Delgado Museum, in New Orleans. Fifteen of the pictures of the Robb collection were acquired originally at the sale of the gallery of King Jerome Napoleon, at Bordentown, N. J., in September, 1845. The other paintings, American and European, were added with good selective judgment. Some of these found their way into the Burnside collection, which was not dispersed till near the close of the century. Besides these two notable galleries, there were in New Orleans many isolated works of art of high merit, usually heirlooms, brought over from Europe by French or Spanish families. Napoleon's followers, some of whom sought to recoup their broken fortunes in New Orleans, brought thither their art-treasures, some of which remained in the city. The English-speaking people who settled in New Orleans after Louisiana became part of the United States, brought with them from the eastern and northern states portraits of parents and other relatives painted by the best artists. In this way a remarkable accumulation of important pictures went on, which even war and pestilence did not suffice altogether to destroy.

In this connection it is interesting to note that in the early '40s a society was formed in New Orleans to encourage the exhibition of works of art. Among the members were S. J. Peters, James Robb, Glendy Burke, R. D. Shepard, H. R. W. Hill, J. M. Kennedy, J. M. Dick and John Hagan, the latter a man whose enthusiasm for art led him to present a fine Italian marble statue of Washington to the first St. Charles Hotel. This work stood in a conspicuous position at the entrance of the hotel. It was destroyed in the fire of 1851. The society was first housed at 13 St. Charles Street, near Canal. To the establishment was given the rather magniloquent name of National Gallery of Paintings. In 1844 a building was erected where pictures might be exhibited for sale. It was



JULIEN POYDRAS, LOUISIANA'S FIRST POET

used, however, principally for loan collections. Mr. Robb's loans were the most considerable in number, and the most important in point of merit. The gallery was under the direction of G. Cooke, a local artist.

Attention should perhaps be directed to a sale of paintings which took place in New Orleans, at the St. Louis Hotel ball room, in 1847. On this occasion 380 pictures were offered for sale. The catalogue of the collection which still exists enumerates works by David, Vernet, Del Sarto, Titian, Van Dyke, Raphael, Poussin, Leonardo, Salvator Rosa, Corregio, Claude, Guido Reni, Velasquez, Rembrandt, Rubens and Teniers. There was also a marble copy of the Venus de Medici, described as the work of Canova. These pictures were, it appeared from a statement prefixed to the catalogue, collected by Doctor Benvenuti, of the Academy of Fine Arts in Florence; Doctor Colignoni, of Rome, and the Cavaliere Montalvo, then director of the gallery of the Grand Duke of Tuscany. They were chosen from the collections of thirty-nine Italian noblemen, with the idea that the United States would purchase them as a nucleus of a national gallery of art. This project appears to have fallen through. The auction of these pictures was a great success. Only one of the pictures—a portrait of Marie of Austria, attributed to Van Dyke—has remained in New Orleans. The remainder was distributed widely over the United States and some appear to have found their way into important galleries. The late Worthington Whitridge, in a letter written shortly before his death, for example, has left on record the statement that he gained his inspiration in art from some of these pictures which were acquired by the Cincinnati Art Museum.¹ The authenticity of the pictures disposed of at this sale may possibly not pass unchallenged by students of art; the significance of the event for our present purposes, however, is, that it occurred in New Orleans at a comparatively early date, and is, therefore, presumptive proof of the existence in the community of a real interest in art at a time when most American communities were acutely indifferent to such matters.

The catalogue of distinguished painters who were connected with New Orleans is a long one, and goes back to the close of the eighteenth century. The first painter of whom we have knowledge was Ferdinand Latizar (Salizar?), who flourished from about 1790 to about 1830. He was a portrait painter of great ability. Among his works which have survived are portraits of Silvain St. Amand and of Don Andrés Almonester y Rojas, the latter in the collection at the State Museum, in the Cabildo. He was followed by Duval, a miniaturist of distinction. Nothing is known of Duval's life. He painted the portrait of Governor Claiborne which is so frequently reproduced. A portrait of Lalande de Ferrier, executed about the same time, is one of the few other works of this gifted artist that has come down to our time. Of the same period was F. Godefroid, regarding whom we know nothing except that he had a studio in 1809 on South Burgundy Street, near Canal. Godefroid painted the fine portrait of M. Fortin, first grand master of the Masons in Louisiana, which now hangs in the Cabildo. This work was executed in 1807. Nothing is known about Jean Francois Vallée, either, except that he

¹ I am indebted to Dr. I. M. Cline for the opportunity to examine the catalogue of this collection, and also that of the Robb sale. Much of the data embodied in this chapter has been furnished by Dr. Cline, whose knowledge of local art is unsurpassed, and whose collection is rich in examples of nearly all the painters who have worked in New Orleans.



LUIS DE PENALVER, FIRST BISHOP OF LOUISIANA
From a painting by Salagar in the Louisiana State Museum

painted admirable miniatures in New Orleans about 1815. About that time he painted a miniature of General Andrew Jackson which the general pronounced the best portrait of him extant. He bought it and presented it to Edward Livingston, who had served on his staff at the battle of New Orleans.

One of the most distinguished of early American portrait-painters was John Wesley Jarvis. Born in South Shields, England, in 1780, Jarvis spent much of his life in America, and died in New York in 1840. He was a nephew of John Wesley, the celebrated preacher. He was one of the first artists in the United States to give attention to the study of anatomy as connected with art. Commencing about 1816 Jarvis was accustomed to take up his residence in New Orleans during the winter months. He boasted that in that time he used frequently to earn \$60,000—of which \$30,000 he spent in New Orleans, and the remainder he took away with him. He had a studio in 1822 at No. 9 Custom Street. In 1830 his studio was located at No. 48 Canal Street. He was a portrait painter of the first rank, though at times he slighted his work. His connection with New Orleans lasted until 1834.

Another celebrated early American portrait painter who was identified with New Orleans for many years was Matthew Harris Jouett. Jouett was a Kentuckian. He was born in 1787, and died in 1827. He began to paint in 1810. He was not merely a painter, but a soldier, and served as paymaster in the army from 1813 to 1815. In 1817 he made his way on horseback to Boston, and there became a pupil of Gilbert Stuart's. From 1817 till his death he spent the winters in New Orleans and along the Mississippi, painting portraits. He painted Lafayette from life in 1824. Some of Jouett's work ranks with Stuart's best. In the New Orleans directory of 1824 Jouett is mentioned as "portrait painter, peintre en miniature." His studio was at No. 49 Canal Street.

Elias Metcalfe and Samuel F. B. Morse were also located in New Orleans at different periods during this early era. Metcalfe was born in 1785 and died in 1834. He was a native of Massachusetts, and a pupil of Samuel Waldo. He resided in New Orleans between 1818 and 1823. He painted a long series of excellent portraits. In 1822 he had a studio at No. 25 Magazine Street, "above Common." The directory of that year mentions him as "portrait and miniature painter." Morse's visit to New Orleans cannot be so precisely located. It is known that he lived and painted portraits in Charleston from 1816 to about 1820, and during that time he must have visited New Orleans repeatedly, as portraits from his brush have been found in the city. Morse's fame as a painter has been eclipsed by his reputation as a scientist, but he was one of the best of the early American portrait painters.

A little later in date are Vanderlyn, Audubon, Collas, Sel, Godefroy, and Vaudechamps. These were all remarkable painters. Vanderlyn flourished between 1776 and 1852. He studied in London, Paris, and Rome, and was internationally famous as a historical painter, as well as a masterly portraitist. He was in New Orleans more than once between 1820 and 1830. He erected a building here and exhibited his panorama of "Versailles" and probably other similar works. During these visits he also occupied himself with painting portraits. Inman, who served a seven years' apprenticeship to Jarvis, was with him in New Orleans about 1820. Inman had an enviable reputation as a landscape and genre painter. His work in New Orleans was, like that of most of his contemporaries,

in the line of portraiture. He flourished from 1801 to 1846, and was president of the National Academy of Design, in New York, from 1824 to 1825. At the same time that Vanderlyn and Inman were painting in New Orleans a young man also supported himself here in the same line. His name was John James Audubon, later to make himself immortal with the "Birds of America." Audubon was a native of Louisiana. He was born on a plantation belonging to Bernard Marigny, near Covington, on the opposite side of Lake Pontchartrain from New Orleans. He was in New Orleans painting portraits in 1821 and 1823. In 1824 he was in



COUNT BERNARD MANDEVILLE DE MARIGNY
Painted by Thomas Sully, 1808

Philadelphia receiving instruction from Sully and Verderlyn, and in the latter part of that year he started down the Mississippi on his way to New Orleans, painting portraits in oil, and drawing them in crayon, en route. He remained in Louisiana until 1826, when he sailed for Europe. Among the works executed in New Orleans was a bust portrait of Lafayette, drawn during the Marquis' visit in 1825.

✓ Of Louis Collas nothing can be found today except the fact that he painted portraits and miniatures of a superior quality in New Orleans from 1820 to 1828. We find him listed in the New Orleans directory for 1822 as a portrait and miniature painter, with a studio at No. 44 St. Peter Street. In 1824 he had a studio at No. 81 St. Peter Street. Louis Gode-

froy is also known to us but as a name in the old city directories. He had a studio in 1824 at No. 139 Tchoupitoulas Street, and in 1830 at No. 31 Poydras Street, corner of Tchoupitoulas. J. B. Sel was a worker in miniature and in oil in New Orleans between 1820 and 1830. Belonging also to this period is the very distinguished artist, Jean Joseph Vaudechamps. He was born in France in 1790, and died there in 1868. He was a frequent exhibitor in the French Salon from 1817 onwards. He resided in New Orleans for several years during the '30s, and executed many fine portraits. In 1833 his studio was at No. 147 Royal Street.



MRS. BERNARD MANDEVILLE DE MARIGNY
Painted by Thomas Sully, 1808

The great name of Thomas Sully is identified with New Orleans only by inference. Portraits by him of distinguished New Orleans people have been found in the city. It is fair to presume then that he visited and worked here. This must have been in the early part of the last century. It is known that he visited the South, and it is very likely that he came repeatedly to New Orleans, which was a Mecca of portrait-painters at this period.

A few portraits executed in New Orleans between 1830 and 1856 is all that we have of the work of Jaques Amans, or Amaus—the name is spelled both ways. Amans was, however, a remarkable painter. His work compares favorably with the best portrait painting of today. It

may be said that in style and character the work was a century ahead of his time. Amans was born in 1801 and died in Paris, in 1888. In 1838 his studio was at No. 163 Royal Street; in 1840, at 184 Royal Street, and from 1854 to 1856 at the corner of Bienville and Customhouse streets. He painted a remarkable portrait of Gen. Andrew Jackson which has been fortunately preserved. It is now the property of Dr. I. M. Cline.

A few other painters may be mentioned among the ante-bellum artists of New Orleans. A. D. Lansot is known only from the fact that he painted in New Orleans from 1835 to about 1850. Judged by the style of his work he was a pupil of Amans. He had a studio in 1843 at No. 163 Royal Street, and in 1846 at No. 33 Toulouse Street. Ralph E. W. Earl, who is remembered as a good artist and as the husband of Miss Caffery, a niece of Gen. Andrew Jackson, painted in New Orleans in the later years of his life. He died in this city but was buried at the Hermitage. Earl was an Englishman by birth but was identified with the United States from early childhood. His father was a distinguished portrait painter. Earl studied in Europe, and returning to America in 1815, settled first in Georgia, and then in Tennessee, where he met the lady who subsequently became his wife. Another widely-known painter who figured in New Orleans in the late '40s and early '50s was George Catlin. Catlin was over forty years of age when he came to New Orleans. During his stay here he was employed on one of the local papers, not in an artistic, but in a literary capacity. After leaving New Orleans he made a great reputation for himself by painting portraits of typical American Indians. Still another very distinguished painter who belongs to this period was Benjamin Franklin Reinhart, whose reputation as a portrait, historical and genre painter was international. Reinhart lived and painted in New Orleans in 1859 and 1860. His studio was located at 170 Canal Street. The name of A. G. Powers is preserved by the fact that a full-length portrait of Gen. Andrew Jackson, painted at Baton Rouge, in 1848, now hangs in the mayor's parlor, in the City Hall, in New Orleans. It is known that Powers had a studio in New Orleans in 1850 at 13 St. Charles Street, and in 1861 at 142 Canal Street. Otherwise nothing is known of his life. His portraits are good, but in the commonplace manner. Leon Pomerode is remembered for somewhat similar reasons, having executed the three large altar pieces still to be seen in St. Patrick's Church. Mention is also made of Julien Hudson, an octoroon, whose portraits were, in his day, considered good. There was also an artist named Ciceri, a French painter of established reputation in his own country, the government of which on one occasion sent him on an artistic mission to Egypt. He came to New Orleans in 1859 or 1860, on the invitation of the French Opera Association, to decorate the interior of the French Opera House, which was then being built. Ciceri made friends here, remained many years, and left behind him a series of small pastels and gouache drawings which are prized by their owners. He met with considerable success also as a teacher. Of about the same time, or a little earlier, was Canova, nephew of the famous Italian sculptor of that name. Canova came to New Orleans to decorate the dome of the St. Louis Hotel. In addition to this work he executed a few commissions for private parties. He decorated the interior of the residence of the wealthy banker, John Watt, on Baronne Street, near St. Joseph, torn down within the last decade to make way for a candy factory.

Beginning about 1848, and continuing through the troubled era of the Civil war, down to 1867, Francisco Bernard painted portraits and landscapes of merit. His studio in the latter year was at 146 Custom-house Street. The greatest of these later artists was, however, Enoch Wood Perry, who, although a native of Boston, was identified with New Orleans from his seventeenth year onwards. Perry was born in 1831 and died in New York, in 1915. He came to New Orleans in 1848, and in 1852 and 1853 was in Europe, studying his art in Dusseldorf and Paris, in Rome and Venice. From 1856 to 1858 he was United States consul in Venice. In the latter year he returned to New Orleans and opened a studio at 108 St. Charles Street. It was at this time that he painted the fine portrait of John Slidell, which is now one of the treasures of the Cabildo collection. In 1861 he painted another life-sized portrait—of Jefferson Davis, with a map of the United States as background. Perry traveled extensively in his later years, and painted many portraits of the great men of his time. His fame was international.

To this time also belonged William H. Baker and G. P. A. Healy. The former was a painstaking and conscientious artist, who never achieved greatness. He was born in 1825, and was brought up in mercantile pursuits in New Orleans. While thus employed he studied art, and about 1853 opened a studio at 123 Canal Street. He painted portraits and genre subjects down to 1861. In 1865 he moved to New York, where he taught art and continued to paint portraits and ideal subjects, down to his death, in May, 1875. Healy, who is ranked with the greatest American painters, was in New Orleans in 1852 and 1861. In the latter year he resided in Claiborne Street, near St. Louis.

The conditions which resulted in New Orleans from the Civil war and the Reconstruction period were not favorable to art. Nevertheless, there is a group of painters who carried on the art-history of the city through this troubled era down almost to the close of the century. Among them may be mentioned Henry Byrd, Richard Clague, George D. Coulon, Peter Schmidt, Harold Rudolph and Bernard Moses. Byrd was a portrait painter of merit, in the class which is styled "competent but commonplace." He lived in New Orleans in the '40s and '50s and painted the portraits of many planters. After an absence of some years he returned to the city in 1867, and took up his residence in the vicinity of Hilary and Commercial streets, where he continued to paint portraits until 1883. He died shortly after that date. Clague, also a native of Louisiana, was born in 1816, and died in New Orleans in February, 1878. He studied with Ernest Hébert and at the Ecole des Beaux Artes in Paris. Clague left us many landscapes which portray in a poetic and pleasing manner Louisiana scenery, and street scenes in New Orleans. He painted a few portraits and genre pictures. Coulon had a studio at 103 Condé (Chartres) Street in 1850. He continued to paint in New Orleans for fifty years thereafter, with studios in various parts of the city. His last residence was 1536 North Claiborne Street. He died in 1904. Schmidt was born in Germany in 1822 and died in New Orleans on April 28, 1867. He practiced portrait painting assiduously. He belonged to the "competent but commonplace" group of painters. He had a studio in 1860 and 1861 at No. 133 Royal Street, and in 1866 at 82 Royal Street. Rudolph is known to have worked in New Orleans as early as 1871. In that year he had a studio at 212 Carondelet Street. In 1874 he was established at 108 Canal Street. Rudolph has left us a few

Louisiana landscapes which show good composition and a fine effect of color. Otherwise nothing is known of this artist. Moses was a photographer by profession, but for many years painted portraits also.

The next generation brought a number of talented men, among whom may be mentioned Julio, Genin, Pierson, and Poincy. They cover the interval from about 1868 to 1880. Of these Julio was probably the most gifted, but his untimely death cut short a career which promised great things. E. D. B. Fabrina Julio was born in the Island of St. Helena in 1843. His father was Italian, but his mother was Scotch. He came to the United States in 1861, and settled in New Orleans in the later '60s. Here he resided during the greater part of the remainder of his life. In 1872, however, he was in Paris as a student of Leon Bonnat; and his death, which occurred September 15, 1879, took place in Georgia. Julio was a painter of historical, portrait, genre, and landscape pictures of real distinction. His "Diana," "Harvest Scene," and several Louisiana landscapes were exhibited at the Centennial Exposition of 1876 in Philadelphia. "The Last Meeting of Lee and Jackson" is his best known painting. It hung for years in the armory of the Washington Artillery, in New Orleans. He was a rapid and skillful draughtsman and an artist of originality, who has not received the recognition due him. John Genin was born in France in 1830, and died in New Orleans October 19, 1895. He had a studio as portrait-, historical- and genre-painter at 150 Canal Street, in 1876. For twenty years thereafter he made his home in New Orleans. At the time of his death he had a studio at 233 Royal Street. He was a skillful painter, but followed too closely the style of Bouge-reau. V. Pierson's name is associated with those of Poincy, Moise, and others of that period. He painted animals in compositions in which they supplied the figures. He was an Englishman. He is known to have resided in the city in the '70s, and was probably here later. Poincy, although belonging to this period, lived down into the opening years of the present century. He was born in New Orleans in 1833, and died in 1909. He studied at the Ecole des Beaux Artes, in Paris, and was a pupil of Julien. He was a portrait and genre painter of great merit. His street-scenes were well executed, full of poetry and charm. As a teacher and painter he had much to do with the advancement of local art. Some of his portraits will bear comparison with the best American work of his time. A very fine example hangs today in the Delgado Museum.

We can only mention in passing the work of Charles Giroux and William Neuser. The former was located in New Orleans in 1882 and 1883. In those years he had a studio at 90 Baronne Street. He was a landscape painter of some merit, whose work is good in color and pleasing in tone and composition. Neuser was born in Germany in 1837 and died in New Orleans in 1902. He had a studio at 342 St. Charles Street in 1861 and was a resident of the city from that date to his death. He painted portraits, genre and some landscapes.

The revival of interest in art which began in 1880 and 1881, which was largely the consequence of the labor of these earlier, isolated workmen, has not slackened since then. It brought into prominence first a little group of painters, among whom were Andres Molinary, W. H. Buck, E. Livingston, C. W. Boyle, and B. A. Wikstrom. Molinary was born in Gibraltar, in 1847, and died in New Orleans in September, 1915. He came to New Orleans as a young man, full of talent and vigor. He was equally good in portrait, genre and landscape. Buck was a native of

Norway, where he was born in 1840. He died in New Orleans in September, 1888. He was employed in a clerical capacity in the office of a New Orleans cotton broker before he became a professional painter. He studied under Clague and in Boston. In 1880 he opened a studio as a professional landscape painter, at 26 Carondelet Street, where he worked till his death. He painted Louisiana landscape with considerable force and effect, but sometimes slighted his work. Livingston painted poetic landscape, pleasing in color, both in oil and water colors, during the period between 1880 and 1890. He was a business man, but painted in his leisure, for pure love of the art. Boyle painted portraits and landscape, but was principally occupied with the teaching of art; he was appointed curator of the Delgado when that gallery was opened in 1911, and is still in charge thereof. Bors Anders Wikstrom, a Swede, was born in the Province of Nerike, April 14, 1854, and died while on a visit to New York, in April, 1909. Wikstrom settled in New Orleans in 1883. He painted some landscapes, and a few genre pictures, but it was as an interpreter of the sea that he will be chiefly remembered. With some defect of color he united sound training and great industry. Much of his time was given to the designing of the Carnival parades. For over twenty years the Rex and the Proteus pageants were his handiwork. His skill in this unique department was such that when New York projected a pageant in connection with the Hudson-Fulton centennial, he was summoned to that city to supervise its construction; and it was while thus employed that he died after a brief illness.

The presence in the city of these men led about 1880 to the formation of the Art Union, an association intended to further art and culture. There Boyle, Poincy, Molinary and others had classes which attracted from 150 to 200 students. Their success led to the organization of the Southern Artists' League, in 1885. The prime movers in this society were Boyle and a local amateur, W. J. Warrington, but they had the support and assistance of Poincy and Molinary. Warrington was a music dealer who took an interest in art and dabbled in literature. The charter for the society was drafted by the well-known attorney, Lionel Adams, who also took an interest in its affairs. The charter-members were James Moise, Horace Carpenter, T. R. Tennant, Emile Dantanet, besides Boyle, Poincy, Molinary, Livingston and Warrington. Livingston was elected president, Boyle, corresponding secretary, an office which he retained for twelve or fourteen years; and Dantanet was made financial secretary and treasurer. All of these did not attend the first meeting of the projected society, but they joined at the second or third; and at the third Livingston brought in Wikstrom, who became a teacher in the school which was soon established. At the fourth meeting it became desirable to re-organize completely; at a meeting shortly thereafter, in Wikstrom's studio on Commercial Place, this was effected, and the name, Artists' Association, was adopted. At this meeting R. S. Day, long prominent in artistic circles, was added to the roll. The same officers were retained, and the school which had already met with success was continued, with Molinary, Poincy, and a clever Italian painter, Perelli, as instructors in painting; Wikstrom, in sketching, and Boyle in "flat" drawing. The rooms of the society were situated over the State National Bank, in Camp Street, near Canal. About 100 students matriculated in the classes here, among them Helen Turner, who afterwards established herself as an artist in Philadelphia and rose to distinction; Edith Sansum,

Julia Massey, Cora Floyd, and Fred Wang, the latter a youth of the highest promise, who won the Rascón medal, and would have been sent to Europe to study by the munificent patron of art who instituted this trophy, but was compelled for family reasons to refuse the opportunity. The Artists' Association gave annual exhibitions which attracted much attention. At the second show the artists who contributed (all local) were: Jules Andrieu, W. H. Buck, C. W. Boyle, Horace Carpenter, R. S. Day, Durante Da Ponte, C. L. Girault, Gamotis, Livingston, Moise, Miss V. Montgomery, Molinary, Poincy, Perelli, a young man named Nogieri, to whom reference will be made further on; Marie Sansum, Mrs. H. B. Smith, Mrs. M. C. Stauffer, T. R. Tennant, W. A. Walker, William Woodward, P. M. Westfeldt, Ellsworth Woodward, and B. A. Wikstrom. Many of these were amateurs. Nogieri, however, was a professional painter. August Nogieri was of Italian descent. He was born about 1860, and died in Louisiana in 1888. He possessed a remarkable talent for landscape. His reputation rests upon poetic visions of the river, with the noted river steamers and great freighters which plied in Mississippi in his time. These he has left to New Orleans as a legacy of by-gone days. Some of his work is treasured at the State Museum in the Cabildo, notably the pictures of the "Lee" and the "Natchez," two of the most famous of the great river passenger boats, and the view of Camp Street in 1840. Nogieri painted also some fairly good portraits.

Eventually the association moved to the third story of the building on Camp Street, between Julia and St. Joseph, afterwards occupied by the Woman's Club. Here began the series of annual auctions of the work of the local artists, conducted by Ed Curtis, which for some years were recognized institutions of the city. Curtis subsequently removed to California, and became noted there for similar enterprises.

Towards the close of the '90s another artists' organization, the Arts and Exhibitions Club, was formed principally through the exertions of William and Ellsworth Woodward. In 1905, at a meeting in Wikstrom's studio, on motion of B. M. Harrod, who was then a member of the Artists' Association, it was decided to merge the two organizations. In this way the Art Association came into existence, a society which still exists, although only insofar as its funds enables it from time to time to contribute to the Delgado by purchasing works of art.

It was the existence of this organization which led in 1910 to the determination of a public-spirited citizen, Isaac Delgado, to furnish the money to erect a museum of art in New Orleans. On February 26 he wrote a letter to the Board of Commissioners of the City Park, stating that it had long been his desire to build a structure which would accommodate the exhibition of the Art Association and would now carry this plan into execution if a site would be found for the building in the park. Some credit for Mr. Delgado's decision is due to P. A. Lelong, who was a member of the Park Board and an intimate friend of the millionaire. Mr. Lelong suggested the propriety of locating the proposed structure in this beautiful resort. Mr. Delgado was prepared to spend \$150,000, and stipulated only that the gallery which he proposed to found should be under the control of a group of three or four members from the Park Board and of an equal number from the Art Association, and that a room should be set aside for the preservation of his own collections of objects of interest. In April, 1910, in another letter, the founder explained that it was his wish that all vacancies in the controlling board

should be filled from the organizations of which the retiring member was originally accredited, or in the event that such organizations should cease to exist, that the remaining members of the board should select the new member. The Delgado Museum of Art as thus constituted was completed and opened on December 16, 1911. It has been successful from its inception, and exercises an important and beneficial influence upon the development of an art feeling in the community. Since its foundation the gallery has been enriched by the Hyams bequest, a valuable collection of works by the leading modern French artists, formed by Mrs. Chapman Hyams and left to the museum in her will; the Morgan Whitney collection of jades and other precious stones; the valuable Howard collection of Etruscan glass and Greek vases; the J. T. Ager donation of paintings and bronzes; the Eugene Lacoste bequest of bronzes and ceramics; the Harrod collection, presented in memory of the late B. M. Harrod by his widow, and many gifts of single pictures. The Artists' Association has contributed several important canvases. Its annual exhibitions in the Delgado are important events in the art life of New Orleans.

Bridging the interval from 1885 to the present day is the work of the Woodward brothers. William Woodward came to New Orleans from New England in 1883 as a member of the faculty of Tulane University. He opened free night classes under the auspices of the university in the manual training building, which formerly stood on the corner of Lafayette and Dryades streets. The instruction here was intended primarily for teachers, but others took advantage of the opportunity and there was an enrollment all told of between 600 and 700. Classes were held on four nights in the week for men and on two nights for women. The latter were courses in decorative art. Out of them subsequently arose the Art League for Women, which had a short but useful existence. This society rented rooms at 249 Baronne Street, near Howard Avenue. Here it erected pottery kilns in which some remarkably fine pieces of decorative ware were produced. This was probably the first art pottery established in Louisiana. Its success led to the transfer of the work to Tulane University, upon the collapse of the Woman's League. At its inception the pottery department secured the assistance of Joseph Meyer, a workman of great skill, who subsequently identified himself with the work at the university. At one time it also had the services of George Ohr, the eccentric but talented potter, whose work at Biloxi some years later attracted attention. Out of this enterprise has developed by a natural evolution the celebrated art pottery at Newcomb College, the woman's department of Tulane University.

William Woodward was an industrious painter, whose admirable talent has not been as widely recognized as it deserves. His long service at Tulane University has been of immense value in building up an art sentiment in New Orleans. He spent much time painting street scenes in New Orleans, at a time when the historic landmarks of the Vieux Carre were being in large degree demolished, and many of them survive today only in this remarkable series of paintings.

Ellsworth Woodward, for many years director of the School of Art at Newcomb College, came to New Orleans in 1885 from Massachusetts. He is a pupil of Carl Marr, Richards and Fehr. Aside from his remarkable success as a teacher and administrator, he has won distinction as a painter, particularly in water color. Throughout his residence in New

Orleans he has been connected with Newcomb College. He became director of the school of art there in 1890. Under his direction this institution has come to rank with the greatest American art schools. Its pottery is by competent judges considered one of the most remarkable in the world.

To the present time belong A. J. Drysdale and R. B. Mayfield, the former a prolific painter of impressionistic landscape; the latter a careful and conscientious artist who has produced some excellent portraits and landscapes, and in a series of charming etchings has preserved some of the vanishing aspects of old New Orleans. Mention should also be made of Mrs. Gertrude Robert Smith, whose services in promoting the advancement of taste in New Orleans through her connection with New College as a teacher of design and painting have been notable; of Miss Mary G. Sherer, who has contributed largely to the success of the Newcomb pottery as a teacher of ceramics and decoration; and of John Pemberton, whose early promise was destroyed by ill health, but who as teacher at Tulane University and as a sympathetic exponent of negro character made a mark. P. M. Westfeldt was a water colorist of genuine talent. Miss Jennie Wilde, who died in 1913, was a granddaughter of the poet, Richard Henry Wilde, remembered for the discovery of the portrait of Dante as well as for some charming lyrics. Miss Wilde expended an important talent in designing carnival pageants, chiefly for the Mystic Krewe of Comus. Achille Peretti, who came to New Orleans from Italy in 1885, has left some excellent figure paintings.

It is not possible in the brief scope of the present chapter to enumerate all the artists at work in the city in recent years; still less to record the names of those who have made New Orleans their temporary place of abode. A few of the latter, however, may be mentioned. George Innes, the great American landscape painter, worked here at intervals in the late '80s and early '90s. Several of his pictures are owned in New Orleans. William Keith, the landscape painter, whose poetic rendition of the scenery of the Pacific coast has placed him in the front rank of American artists, spent several years here in the '80s. Here he met the lady who became his wife; here they were married. Many of his best pictures are owned in New Orleans, including the remarkable group now hanging in the loan section of the Delgado which belongs to Dr. I. M. Cline. The Spanish artist, Luis Graner, who came to the United States in 1910, lived in New Orleans from 1914 to 1917. He was a man of great ability. Upward of 200 of his pictures remain in New Orleans. He is represented in the Delgado by a fine collection of figure pieces and landscapes. It should also be recorded that the private collections of the city have since 1915 been enriched by such visiting artists as Maurice Fronkes and Robert Grafton.

In the field of sculpture little has been achieved in New Orleans. The interest in Civil war history and the desire to preserve worthily the memory of the heroes of that great conflict has led to the erection of a number of monuments, among which Doyle's statue of Gen. R. E. Lee and Valentine's statues of Albert Sidney Johnston, J. J. Audubon and Jefferson Davis are the most important.

As part of the cultural movement in New Orleans, mention should be made of the Public Library and of the Howard Library, the two principal institutions of their kind in the city; of the Confederate museum

at Memorial Hall, and the notable museum of the history of Louisiana now domiciled at the Cabildo. An interest in literature developed in New Orleans early. It is not generally known that the New Orleans Public Library has a history extending back to the year 1842. Up to that time there does not appear to have been any public library, in the sense that term is ordinarily used, although a collection of books, known as the "Commercial Library," was available to the public on the payment of a fee. This library was a private business. In the year mentioned, however, B. F. French purchased the collection and threw it open to the public. In 1846 the books were lodged in two rooms in the Merchants' Exchange on Royal Street, near Canal. There was in that year a recognition of the deficiency of the city in library facilities, and various attempts were made to supply the lack, notably in the establishment of the State Library, although that was intended primarily for the use of the State Legislature, and only remotely for the general public. The Young Men's Free Library Association also came into a brief existence at this time. Its well-selected collection of about 3,000 volumes was located at the corner of Customhouse Street and Exchange Place.

In 1843 Abijah Fisk, a man of intellectual tastes and considerable wealth, died, leaving a will in which his house, on the corner of Bourbon and Customhouse streets, was left to the city to be used for library purposes. His intention was that the library should be open free to strangers. This purpose was made effective in 1847, when a brother, Alvarez Fisk, purchased and gave to the city the French collection, which seems to have grown to about 6,000 volumes. But the recent enthusiasm for this sort of thing had vanished; the city council made no adequate provision for the development of the gift, and if the collection grew in extent, it was due wholly to the zeal of its custodian, Mr. French. As late as 1854 it had not been put into effective operation. Subsequently the library was under the management of the Mechanics' Institute, then of the University of Louisiana, and then under the Tulane University of Louisiana. By the first named organization the collection was housed in the building on Dryades Street, where it remained till 1896. During this period its librarians were Professor Holmes, E. W. Perry, W. L. Finney, C. B. Stafford, C. G. Gill and Miss M. Bell.

The New Orleans City Library came into existence in 1844, through the instrumentality of Samuel J. Peters. Mr. Peters introduced an ordinance into the council of the Second Municipality, providing for the creation of the Public School and Lyceum Society Library. This was promptly organized and soon numbered 3,000 volumes, and by 1848 had increased to 7,500. This collection was never housed in a building of its own. In 1849 it was given quarters in the newly founded and then unfinished City Hall, the same whose classic facade looks out over Lafayette Square today. After the consolidation of the three municipalities in 1852 the collection was called the City Library.² The first librarian was T. McConnell. He was succeeded by R. C. Kerr, J. V. Calhoun, C. A. Ducros, C. Davisson, Miss M. Cooper and Mrs. M. C. Culbertson. The plan of the Public School and Lyceum Library was, that money should be secured from private citizens for its support. The subscription was 25 cents per month, or \$3 per annum; life memberships were awarded upon the payment of \$3 per month for a

² Ordinance 4439, approved March 18, 1859.

space of three consecutive years. The ordinance creating the library provided that when \$5,000 should have been pledged in this way, suitable rooms for the library should be found, and when \$15,000 had been raised a site should be purchased and a building erected. Scientific apparatus was also to be provided to illustrate lectures which were to constitute the "lyceum" feature of the work. A line of distinguished citizens filled the position of president of the Lyceum Society, which was responsible for the management of the enterprise; and it was while serving in that capacity that Needler R. Jennings negotiated with William Makepeace Thackeray, the celebrated novelist, for the series of lectures which he delivered in New Orleans in 1855.

It was in April, 1896, through the enlightened efforts of John Fitzpatrick, then mayor of the city, that the idea of consolidating the Fisk Free Library and the Lyceum Library was given legal shape. Mayor Fitzpatrick recommended the consolidation in a special message to the city council and the appropriate ordinances were promptly introduced and passed. In this way the city found itself in possession of a collection of 30,000 volumes, which were now given a lodging in St. Patrick's Hall, on Lafayette Square, a historic building which had just been vacated by the Criminal District Court.

The members of the first board appointed to manage the consolidated library were F. T. Howard, Albert Baldwin, Jr., P. A. Lelong, F. G. Ernst, E. B. Kruttschmidt, G. W. Flynn and S. H. March. Mr. Howard was elected president; Mr. Kruttschmidt, vice president; Mr. Flynn, secretary, and Mr. Lelong, treasurer. Mr. Howard was succeeded in 1904 as president by Prof. J. H. Dillard. On the death of Mr. Kruttschmidt, ex-Mayor Fitzpatrick was made vice president. Mr. Flynn was succeeded as secretary by Mr. Ernst, at whose death in 1905 the office was combined with that of treasurer and both were held by Mr. Lelong. Other vacancies have been filled from time to time, the last president being Mr. Fitzpatrick, who held that post at the time of his death in 1919. He was succeeded by J. H. DeGrange.

The board then began the work of organization in December, 1896. William Beer was appointed chief clerk and acted as librarian until May, 1906, when he resigned. H. M. Gill, the present incumbent, was appointed librarian in June, 1906, and entered upon his office on the 15th of the month. The library was regularly organized and the reading room opened to the public in January, 1897, but not until 1900 was the library in a position to circulate in any considerable numbers works not fiction. The sum of \$17,000 was appropriated to defray the initial expenses of organization, equipment, the purchase of fiction and of children's books. Up to 1906 this sum was approximately sufficient to meet all the expenses of the institution. In October, 1902, a donation of \$50,000 by the heirs of Simon Harnsheim became available, \$10,000 for the purchase of books, the remainder to constitute a fund of which the interest only could be used for this purpose. In 1907, under an agreement between the city and Andrew Carnegie, the revenues of the library were increased to \$25,000 per annum.

In 1905 the United States Government purchased St. Patrick's Hall with the intention of removing the building and erecting in its place the present postoffice. In November, 1906, the library was accordingly compelled to remove temporarily to the old Twiggs mansion at 1115 Prytania Street. The collection had by this date increased to 70,000 volumes. It

was a formidable task to remove this great mass of books to the new quarters. Here the library remained till October 31, 1908, when its present home was occupied.

The gift of \$250,000 from Andrew Carnegie to the library in 1906, subsequently increased to \$375,000, supplemented by appropriations by the city council, led to the construction of the present commodious building on St. Charles Street, overlooking Lee Circle. This structure, designed by Diboll, Owen & Goldstein, architects, was occupied in 1908. The collection now numbers 170,582 volumes. The number of volumes loaned in 1920 was half a million. In addition to the main library at Lee Circle, there are five branch libraries—one at Royal and Frenchman streets, one in the Fifth District (Algiers), one at the corner of Napoleon Avenue and Magazine Street, one at Canal and Gayoso streets and one, a branch for negroes, at Philip and Dryades streets. These buildings cost approximately \$25,000 each and stand on sites estimated to be worth an average of \$5,000 each. The book capacity of each of these branch libraries is between 10,000 and 11,000 volumes.

The Howard Library is the principal reference library in New Orleans. It occupies a Romanesque building of brown stone, designed by the celebrated architect, H. H. Richardson. Richardson was a native of Louisiana and this is the only example of his work in the state. The library was founded in 1888 by Miss Annie T. Howard (Mrs. Parrott) as a memorial to her father, Charles T. Howard. The building was erected at a cost of \$118,000. In presenting this beautiful structure to the Board of Trustees Miss Howard added 8,000 volumes and a sum of money, which has increased with the passage of time to an endowment of \$200,000. The dedicatory ceremonies included also an address by Judge E. C. Billings and the reading of a poem written for the occasion by Mary Ashley Townsend, one of New Orleans' most distinguished poets. The success of the library was immediate. In 1892 it was found desirable to drop all fiction, and thereafter the library was devoted to works of reference and to the history of Louisiana. At the present time it contains 58,000 volumes and 12,000 pamphlets, many of the greatest rarity and value. The oldest book in the collection is a *Biblia Aurea*, printed by John Zeyner, of Reutlingen, in 1475; the most valuable, a copy of the elephant folio edition of Audubon's "Birds." Volumes from the presses of Aldus, the Elzivirs and Baskerville are also among its treasures. Many first editions and autographed editions have been added to the collection in recent years. The library also boasts complete files of all the New Orleans newspapers since 1873. Here also will be found some interesting works of art, including the Houdin bust of Washington, and some fine paintings by Rosa Bonheur, E. L. Weeks, etc. The first president of the Board of Trustees which has successfully managed the business affairs of the library since its foundation was Albert Baldwin. On Mr. Baldwin's death A. Brittin was elected to the position. The first secretary-treasurer of the board was Frank T. Howard. Since Mr. Howard's death his son, Alvin T. Howard, has filled that office. The first librarian was F. A. Nelson, later reference librarian at Columbia University, in New York City. He was succeeded in 1891 by William Beer, the present incumbent.

The oldest and, in some respects, the most interesting museum in New Orleans is the Confederate Memorial Hall, on Camp Street, near Howard Avenue, immediately adjoining the Howard Library. Here is preserved

a collection of relics of the Civil war of great value. Although erected and furnished relatively a short time ago, the movement which culminated in the establishment of this unique museum had its origin far back in the troubled days of the Reconstruction era. Early in the year 1869 the duty of organizing Confederate veteran associations was realized by the Confederates of New Orleans. The outcome was the organization of the Louisiana Historical Society, whose president was the Rev. B. M. Palmer, and whose secretary was Dr. Joseph T. Jones. The society had only a brief existence in this city, however, the exigencies of reconstruction in New Orleans making it more expedient for the society to have its headquarters in Richmond, Va. The several Confederate veteran associations contemporaneous with the historical society were imperfectly suppressed by the military orders of General Sheridan, and in 1874, after the 14th of September fight, were revived. During the next fifteen years efforts for the concentration of Civil war relics were spasmodic, but in 1889 the veteran associations went at the matter in earnest. On March 28, 1889, there was a meeting at which the Louisiana Historical Association was organized by the following representatives of the several veteran associations: J. B. Wilkinson, R. S. Venables, George H. Frost, Army of the Tennessee; John T. Purvis, Peter Blake, Thomas Higgins, E. D. Willet, T. C. Campbell, Army of Northern Virginia; W. M. Owen, E. L. Kursheedt, Joseph H. DeGrange, Washington Artillery; J. H. Behan, W. R. Lyman, S. S. Prentiss, D. A. Given, Association Confederate States Cavalry; F. T. Howard, Robert Maxwell, Howard Library Association.

At this meeting General Owen of the Washington Artillery presided and Doctor Wilkinson of the Army of the Tennessee acted as secretary. The meeting was the result of the appointment of conference committees of the various associations for the purpose of recommending a repository for the reception of relics and records of the Civil war. By invitation these committees had called on the Howard Library Association. Frank T. Howard, president of the association, had offered every facility and advantage for the object the veterans had in view. The committees had concluded that the library would make an advantageous repository for the relics and records. Later Mr. Howard had suggested a repository for the relics of all periods of Louisiana history. He had promised that in case the library building was too small he would build a fireproof annex. The first officers of the Louisiana Historical Association were: Frank T. Howard, president; W. R. Lyman, first vice president; W. M. Owen, second vice president; D. A. Given, secretary and treasurer; Charles A. Nelson (librarian of the Howard Memorial Library), custodian.

The charter of the association was drafted by Mr. Howard and General Owen, and the association was chartered April 11, 1889. The charter states that the "objects and purposes for which this corporation is formed is to collect and preserve such books, pamphlets, papers, documents, flags, maps, plans, charts, paintings, engravings, lithographs and other pictorial representations, manuscripts and other things pertaining to the history of Louisiana, both before and after its cession to the United States, and especially the collection and preservation of all papers, documents and relics, etc., relating to the war between the States from 1861 to 1865. This corporation shall have the right to compile and publish and to have compiled and published books, plans, charts and other

papers and documents relating to the purposes for which it is organized, and to apply for and hold copyright and patents necessary to their protection."

An important provision contained in the charter of the Louisiana Historical Association is the following: "The collections made, and the donations received by the corporation, shall never be broken up by sale, or by division among its members, nor shall any article be removed from New Orleans, nor any article be exchanged or disposed of, except by the unanimous vote of the Board of Governors and by the consent of the donors."

In the by-laws it is further stated: "It is the intent that this association shall be perpetual, but in the event of its dissolution, all collections of every kind, and all assets, after the payment of its obligations, shall go to and be vested in the Howard Memorial Library Association, excepting the right of reversion of manual gifts to the donors or their forced heirs, and the contributions from Confederate veteran associations."

The Confederate Memorial Hall was formally dedicated in 1891 and turned over to the Louisiana Historical Association by the donor, but Mr. Howard's interest in it was by no means severed on the occasion of the dedication. In 1897 he supplied the funds with which the Jefferson Davis Annex was built. The annex is on the downtown, or north, side of the hall, and contains a great proportion of the effects of Mr. Davis and practically all his records and correspondence, material of so great importance that the United States Government kept a man in New Orleans two years copying such matter as the historical association would permit him to copy. The annex is furnished with steel cases, and both the main hall and the annex is fireproof. In all, Mr. Howard spent about \$40,000 in erecting this secure and tasteful building. The architect of Memorial Hall was Thomas O. Sully.

It is impossible to enumerate the many objects of historical interest which the collection now embraces, but mention may be made of the flag of the Tiger Rifles, carried at the battle of First Manasses, and used as a pillow for Major Wheat, with whose blood it is stained; Jefferson Davis' cradle and saddle; Gen. Braxton Bragg's saddle; the famous piano played by Confederate soldiers in the trenches at Jackson, Mississippi, in July, 1863, during the attack on that place; Gen. J. B. Hood's camp kettle; the sword worn by Albert Sidney Johnston when he was killed at Shiloh; the uniform and arms of Gen. P. G. T. Beauregard; a locket containing a lock of Gen. R. E. Lee's hair; the sword of Lieutenant Dreux, the first Louisiana officer killed in the Civil war; Jefferson Davis' presidential flag; fragments of the United States flag torn down by W. B. Munford at the Mint in 1862, for which deed Munford was hanged by Butler; and a remarkable collection of Confederate battle flags and guidons, sixty-one in number.

Besides the interest that naturally attaches to a repository of its kind the hall is further impressive because all the Confederate associations of New Orleans make the building their headquarters and keep all the records there. The hall is the great temple of Confederate worship of New Orleans. The organizations that use it are the camps of the United Confederate Veterans, the chapters of the Daughters of the Confederacy, the Ladies' Confederate Memorial Association, the camps of

the United Sons of Veterans and the Jefferson Davis Monument Chapter.³

The Louisiana State Museum, located at Jackson Square, New Orleans, and occupying the Cabildo, the Presbytere, the old Law Library building and the old State Arsenal, is a permanent public exhibition of historical matters and of biological and commercial specimens native to Louisiana. It is an authorized state depository and was created by Act No. 169 of the General Assembly of 1906, under the administration of Newton Crane Blanchard, governor of Louisiana. The fact that the state had a wonderful collection illustrating its archaeology, history, education, commerce, flora and fauna, minerals and agriculture, which the Louisiana Purchase Exposition Commission gathered together and exhibited at the World's Fair at St. Louis in 1904, and which at the close of this exposition it had to dispose of, was the determining circumstance which brought about the creation of this museum.

Early in the summer of 1904 the Louisiana Purchase Exposition Commission, through Dr. William C. Stubbs, executive commissioner, addressed a letter to Governor Blanchard advising in strong terms that the exhibits then at St. Louis, which had cost so much time, labor and money to collect, should be kept together after the exposition and displayed intact as a state exhibit. This letter was transmitted to the Legislature then in session which passed the following act:

"House Concurrent Resolution:

"Whereas, Act No. 81 of 1902, creating a Board of Commissioners to the Louisiana Purchase Exposition and providing for an exhibit of Louisiana's resources at the St. Louis Fair, further provides that said exhibit may be preserved after the close of the fair as an educational feature and means of advertising Louisiana's great resources and development, and

"Whereas, the State Commission for Louisiana in a communication addressed to the governor and by him transmitted to both houses of the General Assembly, has advised the preservation of said exhibit as being in the best interests of the state, be it

"Resolved by the House of Representatives, the Senate concurring, That the governor is given authority to arrange to have said exhibit returned to the State of Louisiana after the close of the St. Louis Fair and to make such disposition of it as indicated in said Act 81 of 1902 as may to him and the Board of Commissioners of the Louisiana Purchase Exposition seem to the best interests of the state; and be it further

"Resolved, That the cost of the return of said exhibit to the State of Louisiana shall not exceed \$2,500."

At a meeting of the Louisiana Purchase Exposition Commission on September 16, 1904, at which were present Governor Newton C. Blanchard, Dr. W. C. Stubbs, state commissioner; Col. Charles Schuler, Henri L. Gueydan and Robert Glenk, at the Louisiana building at St. Louis, it was resolved to preserve the exhibits for the establishment of a state museum.

Previous to this time efforts were put forth to establish an historical museum to be domiciled in the Cabildo when that ancient structure should be vacated by the Supreme Court and police station.

³ See an article in the Times-Democrat, May 20, 1903, and one by J. A. Chalaron, in the Confederate Veteran, December, 1898.

In 1898 Col. James S. Zacharie, councilman and distinguished citizen, recommended to the Louisiana Historical Society that in connection with the celebration in honor of the cession of Louisiana a program to include the prospective creation of a colonial museum in the Cabildo be drawn up. A committee, of which he was chairman, was appointed to organize such a celebration. In November, 1899, Colonel Zacharie suggested that an experimental exhibit be held to test public opinion on the "museum idea," and this exhibit demonstrated the popularity of the proposition and resulted in the passing of a resolution by the Louisiana Historical Society and an Act No. 90 by the Legislature in 1900 giving official recognition to the project. No appropriation was made and nothing tangible resulted therefrom excepting the appointment of a Board of Curators, of which Colonel Zacharie was made president and William Woodward temporary secretary.

When the St. Louis Fair was drawing to a close and it became necessary to provide a domicile for the state exhibits about to be returned to the state, the Board of Curators appointed by the governor under Act 90 of 1900 made a claim to these exhibits for New Orleans. At the same time the Louisiana State University claimed the exhibits for Baton Rouge, the state capital.

After a thorough and lengthy discussion of the merit of the claims of each aspirant, participated in by Col. T. D. Boyd, Henry L. Fuqua, I. M. Smith and J. B. Aswell, representing the State University, and Col. J. S. Zacharie, T. P. Thompson and Paul Capdevielle for the City of New Orleans, the final outcome was that inasmuch as the exhibits were under the sole charge of the Louisiana Purchase Exposition Commission, with the necessary funds to pay for their return and to install and maintain them pending the action of the next Legislature, there was nothing else to do but to accede to the wishes of these commissioners and have the exhibits brought to New Orleans. This was done, and the commission authorized Doctor Stubbs and General Levert to secure a suitable building for their installation for a period not to go beyond August 1, 1906. The lower floor of the Carondelet Street side of the Washington Artillery Hall was rented and the exhibits were shipped directly there at the close of the fair at St. Louis by Assistant State Commissioner Robert Glenk, under whose direction the exhibits were installed both there and at New Orleans upon their arrival. The opening exercises of the "Louisiana State Exhibit and Museum" took place on May 3, 1905, and the program consisted of speeches by Governor Blanchard, Mayor Behrman, Col. James S. Zacharie, Col. M. J. Sanders and Col. George Soulé. Dr. W. C. Stubbs presided. The museum continued to operate under the guidance of Doctor Stubbs, state commissioner, and Robert Glenk, curator, until the Legislature of 1906 passed Act 169, which created the State Museum and provided for its management and maintenance. The Act No. 90 of 1900 was at the same time repealed. Act 169 was approved July 11, 1906, by Governor Blanchard, who later on appointed the following members as the Board of Curators of the new museum: Prof. Alcée Fortier, W. O. Hart, Esq., Gen. W. D. Gardiner, Thomas P. Thompson, Prof. Reginald S. Cocks, Frank M. Miller, Gen. John B. Levert, J. W. Frankenbush, Henri L. Gueydan. The board organized on December 10, 1906, when T. P. Thompson was elected president; Prof. Alcée Fortier, vice president, and at the same time created the office of general manager and treasurer, which Doctor Stubbs was elected to fill, and the office of

curator and secretary, to which Robert Glenk was elected. This office was the only one carrying a compensation. Immediately upon its permanent establishment with the annual appropriation of \$5,000, the museum thrived prodigiously, a department of history was started, which with the acquisition of the Gaspar Cusachs, T. P. Thompson, Louisiana Historical Society, Gottschalk, George Williamson and other lesser collections, assumed respectable proportions and great value and outgrew the allotted space in the Washington Artillery Hall.

On June 30, 1908, the city council of New Orleans passed an ordinance placing the historic Cabildo and Presbytère under the supervision of the Board of Curators and domiciling at the same time the Louisiana Historical Society in the Supreme Court room of the Cabildo.

With the occupation of these large and venerable buildings on January 1, 1911, the State Museum entered upon an era of expansion and development to which all Louisianians can look with pride—and which at the present time has placed the institution at the forefront of similar institutions not only of the South but of the nation. On January 21, 1914, the State of Louisiana turned over to the Board of Curators the old State Arsenal building adjoining the Cabildo to be used as a Battle Abbey for relics of the various wars in which Louisiana has participated. This building contains notable exhibits commemorating the Battle of New Orleans, Mexican war, Civil war, Spanish-American war and the World war. Noteworthy is the very extensive exhibit of trophies donated by the Republic of France from the battle fields of the Somme and Argonne.

The Cabildo at the present time contains a priceless collection of documents, records, antiquarian exhibits, instruments, models, clocks, costumes, textiles, laces, ceramics and glassware, paper money, oil paintings, miniatures and art objects, photographs, prints, etc.

The library has over 17,000 books and 50,000 pamphlets on the shelves, largely made up of newspaper files, historical and genealogical and scientific works for reference use by students and investigators. It also contains the Louisiana Historical Society library and the library of the Louisiana Engineering and the Naturalists' Society. The natural history department is domiciled in the Presbytère and old Law Library building. The exhibits are composed of specimens of the flora and fauna of the state, large habitat groups showing the life histories of many of the birds and animals, electrically lighted and with painted backgrounds. The minerals, forestry and agricultural resources and technical and commercial exhibits, models and groups are displayed.

This building also contains the workshops, laboratories, taxidermy and art rooms, assembly room, child welfare station and the office of the Division of Immigration.

Numerous scientific and literary societies make use of the museum facilities, as do also the public schools and colleges. The attendance is about 150,000 per year. The annual appropriation for maintenance received from the state is \$12,500.

In 1920 the officers of the museum were: President, T. P. Thompson; vice president, W. C. Stubbs; treasurer, J. B. Levert; secretary, Robert Glenk; honorary curators—Louisiana archaeology, George Williamson; coins and medals, Edward Foster; mollusks, L. S. Frierson; birds and mammals, M. L. Alexander. The members of the Board of Administrators since its organization in 1906 have been: Governor N. C. Blanchard, 1906-1908; Governor J. Y. Sanders, 1908-1912; Governor

L. E. Hall, 1912-1916; Governor R. G. Pleasant, 1916-1920; Governor J. M. Parker, 1920—; Mayor Martin Behrman, 1906-1920; Commissioner of Agriculture Charles Shuler, 1906-1911; Commissioner of Agriculture E. O. Bruner, 1911-1916; Commissioner of Agriculture H. D. Wilson, 1916-1920; Director State Experiment Station W. R. Dodson, 1906-1919; Director State Experiment Station W. H. Dalrymple, 1920—; J. A. Breaux, 1914-1920; S. Locke Breaux, 1911-1913; Sam Blum, 1911-1917; R. S. Cocks, 1906-1911; Gaspar Cusachs, 1914-1918; C. H. Ellis, 1911-1912; Alcée Fortier, 1906-1911, 1913-1914; J. M. Frankenburg, 1906-1911; W. D. Gardiner, 1906-1908; Robert Glenk, 1911-1920; H. L. Gueydan, 1906-1911; W. O. Hart, 1906-1911; Charles Janvier, 1911-1912; J. B. Levert, 1906-1920; E. A. McIlhenny, 1918-1920; F. M. Miller, 1906-1908; H. Gibbes Morgan, Jr., 1911-1920; H. W. Robinson, 1918-1920; W. C. Stubbs, 1913-1920; W. B. Thompson, 1911-1912; Norman Walker, 1914-1920.

CHAPTER XLII

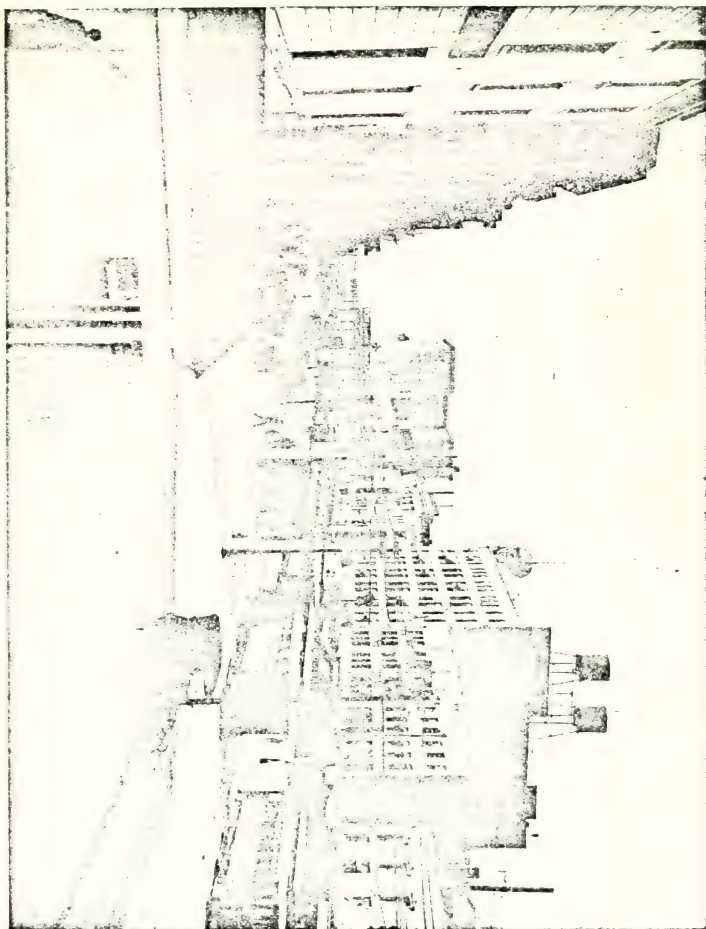
STREETS, PARKS, SQUARES

To a degree probably true of no other American city the history of New Orleans is reflected in its street nomenclature. The haphazard way in which the community expanded has led to an exceedingly complicated street plan. Part of its irregularity arose from conditions imposed upon the builders by the location of the city in a bend of the Mississippi. The original town was laid out with mathematical exactitude. But when it outgrew its swaddling clothes it did not spread beyond the original boundaries regularly into the adjacent country. The people went far afield, built up little isolated groups of homes, with street systems and parks of their own. When the growing metropolis ultimately encircled these villages, the eccentricities of their maps were accepted without correction. The result is seen in a curious, fan-like radiation of streets, crossed in every direction by diagonals. Not merely in the older part of the city, but in the newest quarters, streets merge into one another and squares taper into triangles, in a fashion which is bewildering even to the native. The result is a house-numbering system which is an interminable series of compromises.

A study of the street names of New Orleans ought, properly, to be divided into two sections, one treating of the old city, and other of the new region above Canal Street. The oldest street is probably Bayou Road. When the whites first intruded into Louisiana they found it not altogether an untrodden wilderness. At the head of Bayou St. John, near the bridge which now spans that street at the foot of Esplanade Street, stood an Indian village. The moccasined feet of the inhabitants of this tiny settlement had beaten out a pathway by the shortest possible route through the swamps to the Mississippi. This road probably followed the line of Esplanade Avenue, Bayou Road and Hospital Street. The white settlers found it a convenient route; they appear to have used it frequently even before the site of New Orleans was definitely decided upon, and so it has happened that later when new faubourgs were laid out it was a thoroughfare too well established to be changed, and it still runs its ancient course, across lots and through squares.

At first no names were given to the streets of the little city founded by Bienville. This was not done till 1724. Chartres was then named in honor of the oldest of the Orleans princes; St. Louis received the name of the patron saint of France; Conti was so called in honor of a prince of that title; Dumaine and Toulouse immortalize the two illegitimate sons of Madame de Montespan and Louis XIV. The Rue Royale was the main street of the town. The widest street was Orleans, which crossed Royal at right angles, at about the middle of its course. All houses were numbered north and south from Orleans Street—No. 1 North Royal or No. 1 South Royal, as the case might be, and the same on the parallel streets. Barracks, Hospital and Dauphine were not opened till later; the first was named for the long, low, rambling buildings which stood near the river, and quartered the king's troops. The Rue de l'Arsenal, which in 1726 was the lower limit of the town, was later re-baptized Rue des Ursulines. What is now called Decatur Street

CANAL STREET, THE MAIN THOROUGHFARE OF NEW ORLEANS



was then the Rue du Quay. At a later date, Chartres, between Esplanade and Orleans, was called Condé, but at a still later date recovered its original appellation. Bienville was so called as early as 1726, because the founder of the city had his residence on that street, near the river bank, at the corner of what now is Decatur. St. Peter, St. Ann and St. Philip were so called for the baptismal names frequently bestowed upon members of the royal family.¹

New Orleans remained a walled and fortified town until 1804, when the Americans began to demolish the forts. The walls had already fallen into disrepair and were suffered gradually to disappear. Fort St. Charles, the only work of military importance, stood at the lower river corner of the city till 1826. At first the people expected the city to expand down the river. Barnard de Marigny there laid out his princely estate into streets and squares, and founded the Faubourg Marigny. Marigny was a gentleman of the old school, typically Creole, wealthy, well born, refined. At his mansion were entertained in 1798 Louis Philippe, then Duke of Orleans, afterwards King of France, and his two brothers, the Duke de Montpensier and the Count de Beaujolais. Another faubourg which was laid out about the same time was Trémé. It was laid out by Claude Trémé on a plantation belonging to him. St. Claude Street was named by him in honor of the saint whose name he bore.² Trémé presented to the city the tract of open land which has been at various times known as Circus Square, Congo Square and nowadays as Beauregard Square.

The history of the early days of American control is immortalized in the street names of this part of New Orleans. Claiborne, Derbigny, Roman, Johnson, White and Robertson commemorate early governors of the state. Still earlier history is preserved in such names as Gayoso, Miro, Galvez and Salcedo. Tonti harks back to the first part of the colonial period, when the "Iron Hand" explored this region in search of LaSalle. Old Creole families are honored also. Rocheblave, Dorgenois and Delhonde are names of such. Genois was named for one antebellum mayor; Crossman for another. Clark Street bears the name of Daniel Clark, putative father of Myra Clark Gaines, the heroine of the most celebrated lawsuit in the history of Louisiana, if not of the United States; and Hagan Avenue retains the name of old John Hagan, a noted land speculator of the '40s, who laid out a "faubourg" behind the "vieux carré," adjoining that of Trémé. Gasquet Street recalls the memory of William A. Gasquet, a wealthy merchant and erstwhile member of the city council.

The Faubourg Ste. Marie, which grew up above Canal Street, produced its own crop of curious names. Gravier recalls the memory of Bernard Gravier, who owned the great land grant of which the river end was involved in the celebrated "batture" case. Julien Poydras gave his name to a cross street. He was not only the author of the first poem known to have been printed in Louisiana, but a successful business man also. He was the first president of the Bank of Louisiana, the earliest institution of the kind established in the Mississippi Valley.³ When Poy-

¹ Heloise Hulse Cruzat, "New Orleans Under Bienville," in *Louisiana Historical Quarterly*, Vol. I, No. 3, pp. 75, 76.

² *Times-Democrat*, January 9, 1910.

³ Zacharie, "New Orleans: Its Old Streets and Places," in *Publications of the Louisiana Historical Society*, Vol. II, Part III, 73.

dras died he owned 1,000 slaves, and in his will he directed that they should be gradually emancipated over a period of twenty-five years—a benevolent provision which was never carried out. Lafayette Street, formerly called Hevia, was renamed early in the nineteenth century in honor of General Lafayette. Delord Street perpetuates the fame of a Creole family which acquired that part of the Jesuit plantation fronting on the river where this thoroughfare now ends. In the first city directory occurs the following description of Delord Street: "It runs from the river near Withers' saw mill toward the swamp, between St. Joseph and Louise Street. It is the upper limit of the city corporation, and the line dividing the suburb of St. Mary from the upper banlieu. Boats coming to New Orleans with live stock cannot land below this street." Howard Avenue, so called in memory of C. T. Howard, was originally known as Triton Walk. Lee Circle was formerly Tivoli Circle, from the tivoli, or "flying horses," which, to the great delight of the children of the neighborhood, once operated there. Overlooking Tivoli Circle was the house in which Thomas Bailey Aldrich, the poet, spent his boyhood.

Among the earliest thoroughfares in the upper part of the city was Tchoupitoulas Road—the Chemin de Tchoupitoulas, or "fish hole" road, which led up the river to Bayou Tchoupitoulas. This was originally an Indian path. It followed the edge of the river then, but the accretion of silt along the bank has carried the water line several squares further out. Early in the last century this road was lined with willow trees. From Delord Street up almost to Carrollton along this pretty road stretched a line of residences, in ample grounds, where vegetables were raised and sheep farmed to the profit of owners usually making their home in the city. As these estates were absorbed into the city the names of the owners of the neighboring properties descended upon the newly opened thoroughfares. Thus Poeyfarre, Robin and Gaiennie recall the memory of well-known Creole families. The Saulet family owned what became the faubourg bearing their name. In the midst of this district rose St. Theresa's Church, on a site which their piety supplied, on condition that two pews be perpetually reserved for the use of the family and its descendants. Edward and Celeste streets were named for members of the Saulet family. Josephine and Philip streets were similarly named for beloved children, and Toledano, Delachaise and Foucher were names bestowed on streets opening through properties belonging to these families. Such names as those of the Muses, borne by a group of streets opening off Coliseum Square, show that a taste for the classics existed in New Orleans in the late '40s. The Napoleonic streets—Austerlitz, Milan, Marengo, Berlin and the avenue which bears the great soldier's imperial name—testify to the enthusiasm for the emperor's cause which was felt by General Burthe, owner of what was for a time called Burtheville. The numbered streets—First, Second, Third, etc.—were "Yankee-named," as the old inhabitants said, contemptuously. Peters Avenue retains the name of Samuel J. Peters. There was a special reason why one of the most splendid of the uptown streets should bear the name of Henry Clay. Not only did Clay visit New Orleans on various occasions, but his brother, Martin Clay, made his home in the city. Here Martin's two sons, Martin and Henry, were born and here they both died in youth. Aline, Amelia, Arabella, Eleonore, Leontine and many other feminine names which are found in this part of the city were given in honor of the

daughters of the owners of the plantations through which the streets were cut.

The episodic fashion in which the city grew resulted in the middle of the last century in the discovery that what was, in fact, a single thoroughfare often had half a dozen names. Thus Dryades Street was called Philippa from Canal to Common, thence to Howard Avenue it was St. John the Baptist, and thereafter only did it bear its present name. Below Esplanade Street Royal was called Casacalvo, and Chartres was Moreau, so named in honor of Napoleon's general and rival, at one time a resident of the city. Dauphine as it descended the length of the city became Greatman, and Burgundy was Craps. In one part of its length the present Rampart Street was called Amour or Love Street, and in another Hercules, and in still another Circus. One part of Melpomene was called Melicerte. So, also, one section of Chippewa was known as Pacanier or Pecan Street. Thalia was in part Benjamin; Calliope masqueraded at one point as Louise and at another as Duplantier. Annunciation was Jersey in one place and Elizabeth in another. St. Charles Street ran only as far as Tivoli Circle, and there became Nyades Street—which was a Spanish name and pronounced accordingly. Part of Camp was called Liberal and another part Coliseum. Baronne was known in its upper extension as Bacchus and Carondelet as Apollo. Freret Street turned into Pine and then into Jacob. There were two Girod streets, five Washingtons and other duplications besides. These confusions were corrected by the city council in an ordinance passed about the year 1860. Not only did this sweeping measure stipulate that the streets mentioned, and many more besides, should bear a uniform name throughout their length, but it abolished some of the most curious and characteristic of the street names, like Good Children, Mysterious, Bagatelle, Craps, Solace, Lemon and History.⁴ Though thus expunged from the official map, they lingered in popular usage for many years thereafter. Some odd names still survive, like Arts, Music, Abundance, Virtue, Child, Brutus, Duels, Coffee, Dawn, Madmen, Last, Desire and Pelopidas. Desire, however should properly be Désirée—a girl's name probably bestowed out of compliment to one of the young ladies of the de Clouet family. Pelopidas Street is one of those near Lake Pontchartrain which as yet are merely names on the map.

Canal Street, the principal thoroughfare of present day New Orleans, lay, in the first decades of the nineteenth century, far afieid. But in 1838 it was one of the most important streets in the city. At that date the waterway from which it derives its name and which, it is said, was intended to unite the Mississippi with Lake Pontchartrain, had been partially filled in, giving place to a "neutral ground," or embankment, which extended from the river front all the way to Claiborne Street. In 1838 an elaborate plan was devised for the beautification of the street. Referring to this project, the editor of the *Bulletin* remarked: "It exhibits a very tasteful and elegant arrangement, which, if carried into effect, would furnish the citizens with an accommodation which they have long wanted—an agreeable resort and public promenade, where all can meet for relaxation and amusement during the sultry heat of sum-

⁴ Leovy, "Laws and General Ordinances of the City of New Orleans, 1866," pp. 486-489. It is greatly to be desired that these names be restored to the map of the city, on account of their associations with local history and literature.

mer.”⁵ The idea was to embellish the street all the way back to Claiborne, but the principal feature was the square nearest the river, which was to be the “agreeable resort” of the Bulletin’s editorial. At the end nearest the stream was to stand a granite arch, surmounted by an eagle. A large central iron gate closed the arch, and there were two smaller gates at the sides. At the opposite end a similar arch was to be flanked by marble vases filled with flowers. Between these two arches rows of laurel trees were to be planted, in order that their shade might shelter a “serpentine” graveled walk, along the length of which benches would invite the citizen to “relaxation,” if not to “amusement.” Provision was to be made for the illumination of the square at night by gas, and in the center a fountain would dart its cooling waters up into the air. “This is but an imperfect description,” admitted the Bulletin, from whose glowing account these details are extracted. The remaining distance back to Claiborne Street was to be adorned with granite pillars, connected with iron chains, a row on either side of the “neutral ground.” The purpose of these barriers was, it seems, to prevent stray animals from intruding upon the “neutral ground.” The posts and chains were of course to be interrupted at the intersection of the cross streets, but here were to arise the chief glory of the great thoroughfare. This was a series of statues of great men, statesmen and soldiers, the first of which was to ornament the square nearest the river and commemorate Robert Fulton, inventor of the steamboat. The expense of this large undertaking, it appears, was to be met by the owners of property abutting on the street.

The plan for the embellishing of Canal Street was ultimately adopted by the city authorities, but in a much modified form. This was brought about by conditions which ran back to the Battle of New Orleans, in 1815. In that conflict took part Judah Touro, the great philanthropist, and Rezin Shepherd, subsequently a distinguished New Orleans banker. Touro fell in the fighting, badly wounded. Shepherd discovered him partly conscious and apparently dying on the battlefield, put him in a cart and conveyed him as tenderly as possible to the city, where he was nursed back to health. His wound left Touro a cripple for the rest of his life. His gratitude to Shepherd knew no bounds, and on his death, in January, 1854, he left the bulk of his large fortune to his savior. Shepherd utilized the money in various ways designed to perpetuate the name of his friend. Accordingly, on January 27, 1854, he addressed a letter to Valentine Heerman, a member of the Board of Assistant Councilmen, stating that “from two to three hundred thousand dollars would be placed at the disposition of the city authorities by me as residuary legatee of Mr. Touro for the purpose of embellishing and improving Canal Street.” He was, he added, confident that the conditions which he would impose in connection with this gift would be acceptable to the council. It appears, however, that the whole sum named was not to be utilized on Canal Street, but that it included the amount to be applied to the construction of an almshouse “on a magnificent scale,” as provided in Touro’s will. But, even so, the benefaction provided ample funds for greatly improving the appearance of the street. The council, on being apprised of Mr. Shepherd’s project, appointed a committee on January 30 to confer with him regarding the conditions to which he referred.

⁵ January 12, 1838.

On March 1, 1854, Shepherd wrote another letter, this time to W. Alexander Gordon, chairman of the committee above mentioned, in which he confirmed his previous communication, but added, specifically, that the sum applicable to the adornment of Canal Street would be \$150,000, payable in five annual installments of \$30,000 each. The conditions on which the gift depended were that the name be changed from Canal Street to Touro Avenue; that the street be paved with granite blocks across its entire width from the river to Camp and Chartres streets, and from there back to Claiborne, the squares each to be inclosed with iron railings and ornamented with trees, shrubbery, etc.; "the same always to be kept in good order; the sidewalks not to exceed 11 feet in width, except between Levee and Camp street; that all projections over them shall be uniform, to correspond with those on Touro Row; and the present ordinances relative to encumbrments on the sidewalks be enforced."⁶

Shepherd's letter was laid before the city council at its meeting on March 13, and a resolution accepting the gift, under the terms described, was introduced and passed. Another ordinance, providing "that the street now known as Canal be and the same is hereafter denominated Touro Avenue," was likewise passed. The comptroller was instructed to proceed at once to sell the contract for paving, "flagging" (by which terms reference was made to the laying of flagstones), the railings and the beautification of the neutral ground. At the same time arrangements were inaugurated looking to the erection of a "magnificent cenotaph" to Touro's memory to be located at an appropriate point in the new avenue.⁷

On April 19, 1855, however, the council passed an ordinance seventeen words in length, providing "that the name of Touro Avenue be and is hereby changed to the original name of Canal Street."⁸ Nothing is known which accounts for this abrupt change in the plans regarding Canal Street. Apparently the change of name had been ignored by the population. One examines the contemporary newspapers in vain for an allusion to Touro Avenue, whereas, even in official records, the name of Canal Street repeatedly appears. However, the adornment of the street seems to have gone on without interruption. The neutral ground was provided along both edges with rows of iron posts and two iron chains hung from one to the other. Part of the money for this work was appropriated by the city, but the larger portion was provided by the merchants and property owners of the vicinity and by other citizens through a sense of civic pride. The park near the river was, however, never laid out, nor was the statue of Fulton ever erected. The first and only statue erected in the projected series was that of Henry Clay, which stood at the intersection of Canal and St. Charles streets from 1856 to 1900, when it was removed to its present location in Lafayette Square. The plan as originally developed involved the building of similar monuments at each corner as far out as Rampart Street. Needless to say this was never

⁶ Proceedings of the City Council for March 13, 1854, in the New Orleans City Archives.

⁷ Mayor Waterman's General Message to the Common Council of the City of New Orleans, October 1, 1857. This pamphlet is preserved in the city archives. I am indebted to Mrs. M. Pohlman, the archivist at the City Hall, for the opportunity to examine this curious record.

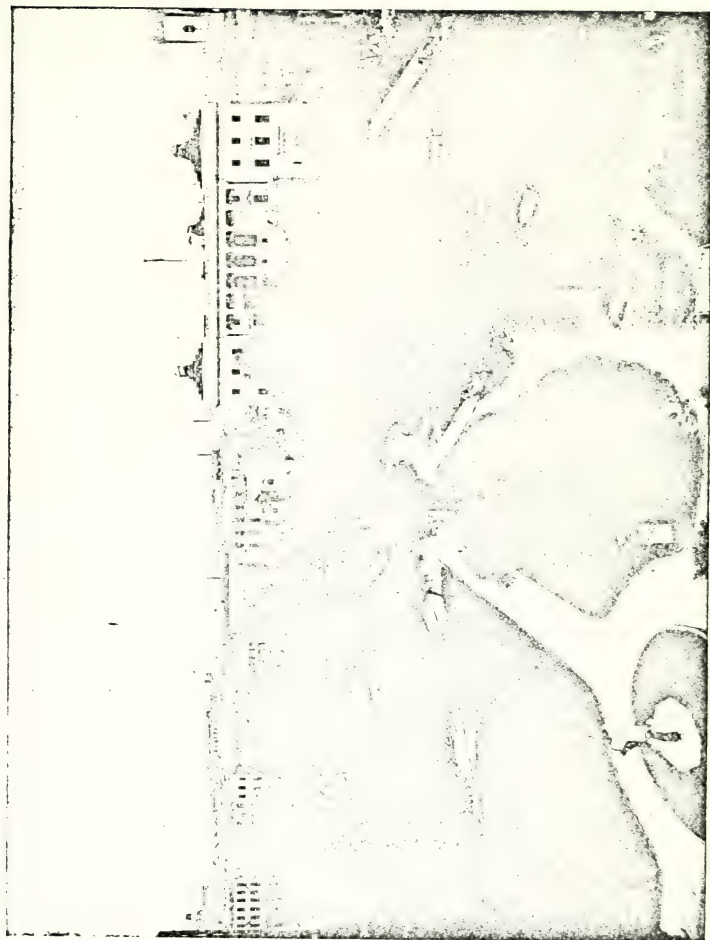
⁸ Ordinance 2124, reported in Leovy's digest, 489.

carried into effect. It is said that just before the outbreak of the Civil war a statue of Zachary Taylor, similar to that of Henry Clay, was ordered, with the intention of erecting it at the corner of Canal and Carondelet streets. The war, however, put an end to that project, if it ever took tangible shape. The laurel trees required in the plan of 1838 were never planted, but rows of oak trees were set out along the neutral ground. They never amounted to much. The last of them was removed during the administration of Mayor Fitzpatrick. The iron posts with their chains were also gradually removed, some being seen in Canal Street as late as 1880. Not long after the Civil war the street car companies were permitted to occupy the "neutral ground." That put an end to any possible exploitation of that area for parking purposes. The little that had been done was destroyed to suit the convenience of these corporations, even the removal of the Clay statue, around which so much local history had been enacted, being finally effected in deference to their wishes. About the time that the street car pre-empted the "neutral ground" the continuation of the old canal beyond Claiborne Street was filled in and became the roadbed of the West End Railroad. In 1904 the adornment of this extremity of Canal Street was undertaken by an organization known as the Frank T. Howard Association, but the present attractive appearance of this part of the street is due to the enterprise of the city government in recent years.⁹

The parks and squares of New Orleans have much of history also. Jackson Square was formerly located at the intersection of Chartres and Esplanade streets, a vicinity long since built over. The name was bestowed upon what had previously been called the Place d'Armes in 1850. At that time the signal gun which previously had been fired nightly at 9 o'clock from the center of the Place d'Armes was removed to what we now know as Beauregard Square, but which was then called Congo Square. There the signal gun nightly bellowed forth its warning to all slaves to seek their homes, down to 1862, when the custom was discontinued by order of the Federal authorities then in control of the city. The tolling of the fire alarm bell took its place, and thereafter for over forty years the nine strokes which marked the hour were heard by thousands who were unaware of the reason why it was rung. Congo Square lost its name early in the present century, when the picturesque old appellation gave way to that which it now bears. It was called "Congo" from the custom of the negroes of meeting there on their Sunday afternoon holiday to dance the "bamboula" and other African dances, to the accompaniment of barbaric music made by rattling a bone over the jawbone of a dead mule and beating a drum of skin over a barrel head. At an earlier date the locality was known as the Congo Plains, and sometimes as the Place des Nègres. Before the foundation of the city the Indians celebrated in this vicinity their corn feasts, commemorated in "La Fête du Petit Blé," the first dramatic composition ever written in Louisiana.

Lafayette Square came into existence when Peters, Yorke, Sparks and others created the Second Municipality. In the earliest maps of this quarter it is designated merely as a "place publique." Like Jackson Square, and indeed like most of the other squares then existing in the city, this place was originally surrounded by a high iron fence. Egress

⁹ See "Historic Canal Street," in Times-Democrat, May 13, 1904.

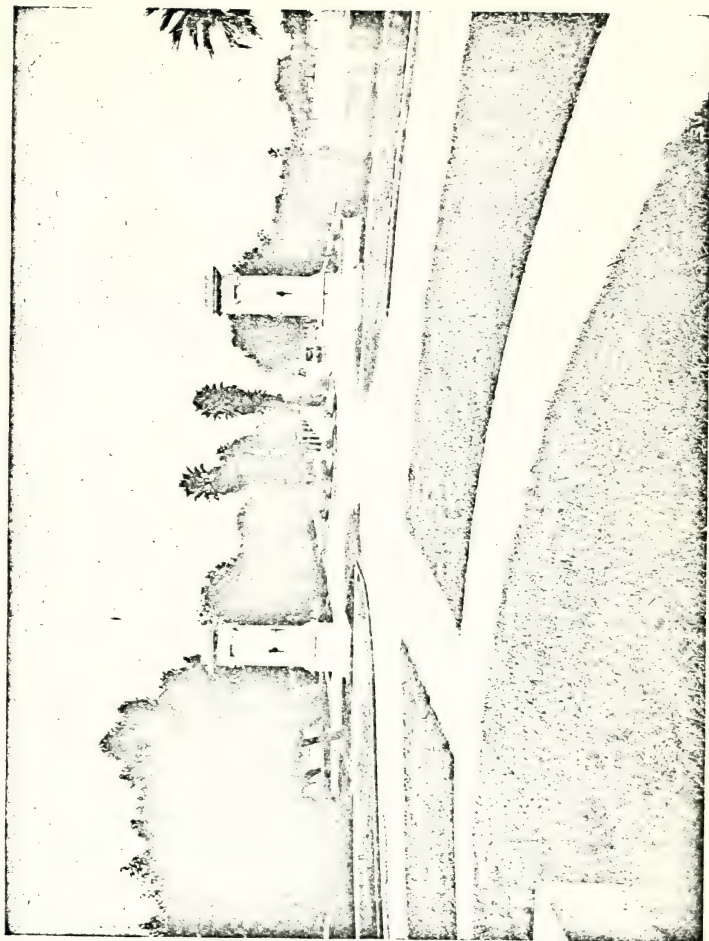


BEAUTIFUL LAFAYETTE SQUARE, SHOWING U. S. POSTOFFICE IN BACKGROUND

and ingress were to be obtained only at gates, one on each side, which were locked at 9 P. M., not to be opened till the following morning. Washington Square, in the lower part of the city, was laid out on land originally belonging to the Macarty family. Clay Square, on Third Street, and Douglas Square, on Washington Avenue, evidence in their names the dates when they were laid out. The latter is now called Morris Park, in memory of John A. Morris, a local capitalist. Margaret Place perpetuates the fame of Margaret Haughery, an uneducated Irish woman, who for many years was at the head of the largest bakery in the city and whose munificence to a considerable extent enabled the construction of the St. Vincent Infant Asylum, the St. Elizabeth Asylum and the New Orleans Female Asylum. Margaret died in 1882 and a monument to her memory, the work of Alexander Doyle, was erected in the triangular green plot in front of the New Orleans Female Asylum in 1884. This bit of ground, which had till then been private property, was at that time dedicated as a public square.

Just above Margaret Place opens out the irregularly shaped but extremely attractive expanse of tree and grass known as Coliseum Square. It is a remnant of an ambitious project on the part of the early makers of New Orleans, which like many others, failed of accomplishment. The square occupies a corner of what was once the Faubourg Deligny. The classic name is a memorial of the taste for that sort of thing which led to the naming of the adjacent streets after the Grecian muses. Old maps show a design for a "colosseum" to be shaped like the letter E, with its open end facing Race Street, which was then the *Chemin de la Course*, or Race Track Street, and was a wide thoroughfare planted with trees and extending from the river to this spot. The "colosseum" was intended to be the scene of public games and assemblies, like those of ancient Rome, no doubt; but it was never built, and the only vestige which it has left is the name of Coliseum Street, bestowed at the suggestion of Dr. T. G. Richardson, the celebrated surgeon; long dean of the Medical College of Tulane University. The lower end of Coliseum Square was originally intended to be adorned with basins (fountains), and the street which led thence to the river was dubbed *Rue des Bassins*; but these were never built, and the name of the street was ultimately changed to *Terpsichore*. *Prytania Street*, which branches off from Camp near Margaret Place, owes its name to a plan somewhat similar to that of the "colosseum." At the same time that Coliseum Square was projected, it was planned to establish a sort of people's university in the square bounded by *Prytania*, *St. Charles*, *Melpomene* and *Euterpe*. The *Prytanium*, in ancient Greece, was a meeting place, a kind of people's palace, where foreign embassies were received, youth instructed and the most illustrious of citizens assembled. In France, in the craze for things Greek and Roman which was one of the symptoms of the intellectual disorder of the Revolutionary period, a somewhat similar institution looked to the management of the preparatory schools, which were often called "*prytanées*." The street which led to the projected *Prytanium* was called, somewhat prematurely, *Rue des Prytanées*, or, in English, *Prytanes Street*—later corrupted into its present form. The *Prytanium*, needless to say, was never built.

The two principal parks of New Orleans are Audubon and City Parks. They are situated at opposite extremities of the city. Audubon Park is a magnificent expanse of 247 acres. It was originally the prop-



ESPLANADE ENTRANCE TO CITY PARK, NEW ORLEANS

erty of the patriotic Mazan, one of Lafraniere's companions in the disastrous revolt in 1768. His property was confiscated by the Spanish government, and some years later granted to Pierre Foucher, son-in-law of Etienne de Boré. De Boré's own estate lay below the present lower boundary of the park; it was there that he succeeded in perfecting the manufacture of sugar, and raised the first commercially profitable crop of that staple ever grown in Louisiana. Both of these estates eventually fell into the hands of the Marquis de Circé-Foucher, by whose heirs the present Audubon Park was sold to the city in 1871 for \$180,000. It was known in 1879 as the "New City Park." The name of Audubon was not bestowed till some years later, at the suggestion of Dr. T. G. Richardson, to whom Coliseum Square also owes its name. The land was allowed to lie unimproved till 1884, when the Cotton Centennial Exposition was held within its limits. Considerable improvements were made by the management of this enterprise in the section lying between Magazine Street and the river, but the larger part, between Magazine and St. Charles Avenue, was at this time denuded of the stately oak trees which had formerly embellished it, to make way for the buildings necessary to house the exhibits. All of the exposition buildings were subsequently removed except the Horticultural Hall, an immense structure of iron and glass, containing exquisite collections of trees and flowers. This was badly damaged in the great storm of 1909, and was shortly thereafter demolished. In 1886 the park was placed under control of a commission, of which J. Ward Gurley, afterwards United States district attorney, was the first president. The work since carried on in the park has been in accordance with a plan prepared by the great landscape artist, Olmstead. The lake which now winds its sylvan way through the St. Charles Street side of the park was excavated in 1919 and 1920.

The City Park covers 216 acres. It formed part originally of the plantation of Louis Allard. Allard's estate extended all the way from the Bayou St. John to the Orleans Canal. He was a man of letters and wrote meritorious verse. Towards the end of his life his fortunes declined. He was compelled to dispose of the greater portion of his land. The last remnant, comprising the present park, was sold to John McDonogh, the eccentric philanthropist. At his death, in 1850, McDonogh left it to the cities of New Orleans and Baltimore. At the partition sale New Orleans acquired it in full ownership and decided to devote it to park purposes. Allard, who was then very poor, was, by a special agreement, after the sale, permitted to continue to live at the place. He was thus able to spend his declining days under the oaks which he loved, and when he, too, passed away, he was buried in a quiet spot under a favorite tree. The tomb is still to be seen in the pleasant surroundings of the city playground. In the early part of the nineteenth century the Allard estate was a favorite resort of duellists. Many sanguinary encounters were fought out beneath the great oak trees which still adorn one side of the park. After its acquisition by the city the land was suffered to lie unimproved till 1896. In 1898 an elaborate plan, largely the work of the Park Board's engineer, George H. Grandjean, was adopted,¹⁰ and since then the work of beautification has been carried on steadily. The lake which forms a conspicuous feature of the park, was formed in 1898 and 1899 by by en'larging Bayou Metairie, a branch

¹⁰ Picayune, March 17, 1898.

of Bayou St. John, which flowed for nearly a mile through the Allard estate.

The Jefferson Davis Parkway, which will ultimately be a splendid thoroughfare connecting Canal Street with the upper part of the city, at present terminates in the vicinity of Robert Street. It was formerly known as Hagan Avenue, in memory of John Hagan, a rich land speculator of the '40s, who laid out the Faubourg Hagan of transient importance in the development of the city. The name was changed in 1910. At the Canal Street end of the parkway stands a statue of Jefferson Davis by the sculptor Valentine, erected in 1911 at a cost of \$20,000 by the Jefferson Davis Monument Association. This society was formed in April, 1898, the first president being Mrs. A. W. Robert. It was at first intended to place the monument in Coliseum Square, but in 1906, when Mrs. W. J. Behan became president, the plans were changed, and a site for the statue was solicited in Audubon Park. A committee composed of J. B. Levert, B. T. Walsh, John Holmes, Mrs. J. G. Harrison, Mrs. Benjamin Ory and Mrs. Behan was formed in 1908, through whose efforts the present location was obtained. The monument was unveiled on February 19, 1911. The beautification of the parkway since then has proceeded slowly.

CHAPTER XLIII

HOTEL LIFE IN NEW ORLEANS

For many years before the Civil war the social life of New Orleans revolved around its great hotels to a degree greater than was the case, probably, than in any other American city. The first hotel of which there is record in New Orleans was the Hotel d'Orleans, built in 1799, by Samuel Moore. It had a long and eventful history, and was finally demolished in 1907. It was succeeded by the Hotel des Etrangers, erected in 1812, and by the Hotel Tremoulet, of which the architect, Latrobe, has left us some picturesque impressions, in his diary. It was at the Hotel des Etrangers that Lafayette was lodged during his visit to New Orleans, in 1825. Here also Napoleon's physician, Antomacchi, stayed during his short sojourn in the city, in 1834. At the corner of Chartres and St. Peter streets still stands a building which, in the early part of the nineteenth century, was famous as a hotel and restaurant under the name of "Le Veau qui Tete." To the same epoch belonged the Hotel de la Marine, which stood in the vicinity of the French Market, near St. Philip Street. These were, however, small establishments, though sufficient for the accommodation of the travelers who passed through the city in that primitive day; it was not till about 1830, during the "flush times," when New Orleans expanded in every direction, and grew rapidly in wealth and power, that the first of its great hotels came into existence.

These were the Hotel Royal and the St. Charles. Both of these splendid buildings owed their existence to banking companies chartered by the Legislature, in that epoch of highly speculative enterprise, when most of the solid improvements made in the city were involved in banking schemes of a more or less insecure kind. In return for the public improvements which these banks undertook to make, they secured the right to issue money. This policy had on the surface a double advantage—it built up the city rapidly, and it greatly increased its banking capital. At one time this capital aggregated \$40,000,000, when New York could not boast of half as much. As a matter of fact, this fevered development resulted in great financial disaster; which was reflected in the history of many of the enterprises sponsored by these companies, notably in the case of the Improvements Bank, which erected the St. Louis Hotel. The Exchange Bank, which built the St. Charles, fared better. These hotels were erected about the same time, and were due to the spirit of rivalry which then existed between the Vieux Carré, occupied principally by Creoles, and the Faubourg Ste. Marie, or First Municipality, the people of which were almost exclusively Americans. The St. Charles was the first large building erected above Canal Street. From the day when its foundations were laid down to the close of the century, when its supremacy was successfully attacked by the construction of other large and luxurious hostelrys, it was the representative building of New Orleans. It shared the fortunes of the city, good and bad; it prospered when it prospered, it suffered when it suffered. Within its walls half the business of the city was transacted over a period of fifty

years; and there for a still longer time half the history of the State of Louisiana was written.

The first St. Charles Hotel was designed by Dakin & Gallier, the firm of architects who drew the plans for many other important buildings in New Orleans and elsewhere in Louisiana, notably the present City Hall, the old French Opera House, and the State Capitol in Baton Rouge. The cost was nearly \$800,000. That was a far larger sum then than now. It was completed early in 1837. It was opened on Washington's Birthday, with a ball at which the Washington Guards, the "crack" military organization of the city, were hosts, under the command of Capt. C. F. Hozey, sheriff of Orleans Parish. Its success was great, although the first managers, Floyd & McDonald, failed. It is not clear what brought about their disaster. But they were soon succeeded by Mudge & Watrous, under whose management the hotel entered upon a long and spectacular career. The senior partner was E. R. Mudge. He sold out in 1845 to his brother, S. H. Mudge—"colonel," after the genial fashion of those days—who subsequently took into partnership a man named Wilson, previously connected with the establishment as clerk, and these two, together, continued its success down to the fire of 1851, which burned the great building to the ground.

It was a great building. "Set the St. Charles down in St. Petersburg," exclaimed Oakey Hall, in the later '40s, "and you would think it a palace; in Boston, and ten to one you would christen it a college; in London, and it would marvellously remind you of an exchange; in New Orleans, it is all three." Hall, who later became mayor of New York, had enjoyed every opportunity to see and study the great public buildings of the world, was unable to contain his surprise at coming down to the youthful City of New Orleans—for the First District was just beginning to blossom out into metropolitan proportions—and finding there something far grander than anything New York could boast of. Nor Hall alone. Lady Wortley, an Englishwoman who had trotted about the globe, and who wrote a book about her impressions of America, has left on record her verdict, that the St. Charles was a superb edifice, very similar to St. Peter's at Rome, with its "immense dome and Corinthian portico," the finest piece of architecture she had seen anywhere in the New World.

It must be remembered that this was before the United States became the hotel building and hotel dwelling nation that its subsequently became. In that time there were no Commodore nor Blackstone hotels, nor even a Palmer House nor Pacific Hotel. Visitors to the country had to content themselves with very ordinary inns, or depend upon the hospitality of private persons. The St. Charles was the first of the great American hotels, and it won for the city the reputation of being the most enterprising, as it was already credited with being the most aristocratic and possibly the wealthiest city in the country. It had a magical effect upon the quarter of the city in which it stood. It rapidly built up the First District. Around it, as a center, gathered the traffic and the trade of the city. Churches sprang up near it; stores and dwellings spread out in every direction. St. Charles Street, which did not extend far above the hotel, was at that time the gayest and most animated thoroughfare in the United States, and possibly in the world. Between Lafayette and Canal streets it exhibited an almost continuous line of bar-rooms and restaurants—forty-five of the former, as a contemporary chronicle

informs us; and thus earned for the city the name of "The Boarding House of the United States." It was a jest that had much of earnest, that nothing but a bar-room or an eating-house could flourish in that vicinity. It is said that one venturesome business-man did locate a "literary exchange" there, but by the end of the year, added a 60-foot bar, at which there were probably more patrons than in the reading room. Hotel life in New Orleans was in these brilliant years something unique. The tincture of Bohemianism and adventure made it exceedingly attractive to an excitement-loving country. There was a large floating population, especially in the First District. Many were attracted to the wonderfully prosperous city as a place in which to make a fortune rapidly. Here they remained six months or less at a time, and then fled northward or to Europe for rest and recuperation, before returning for the winter's strenuous labors. This was the element to which the hotels and restaurants catered. It was the custom to lodge at the hotels, but to eat at one or another of the countless restaurants which lined the thoroughfares opening into Canal; for St. Charles, while the chief center, was not the only street which boasted its long line of attractive eating-houses. Day boarders, too, were numerous at the hotels. It is said that several hundred outsiders dined every day at the St. Charles.

In addition to the St. Charles, the great hotels of the city included the Verandah and the St. Louis. To a later period belonged the City Hotel, which stood on the corner of Camp and Common, where Baldwin's hardware store was subsequently erected. The Verandah occupied a fine location diagonally opposite to the St. Charles, on the corner of St. Charles and Common. It was erected soon after its more famous neighbor, and cost \$300,000. For a time it served as a sort of annex to the St. Charles. It was designed by its proprietor, R. O. Pritchard, as a family hotel. It was completed in May, 1838. It received its name from the fact that it was furnished on the outside with a balcony which projected over the sidewalk, and was a delightful place of resort for the guests, at the same time that it protected pedestrians from sunshine and rain as they hurried to and fro along the busy streets. The Verandah had its own special attraction. This was the great dining room, said to be the most elaborately decorated apartment of the kind in America at that time. The ceilings and walls were handsomely frescoed by Canova, nephew of the celebrated sculptor of that name. It was also adorned with some fine statuary. In the course of time the Verandah came under the same management as the St. Charles. It was destroyed in the fire of 1850, in which the St. Charles also perished, but it was never rebuilt. Pritchard, who was the first manager of the Verandah, had been interested in the St. Charles, but soon after the completion of that celebrated edifice, quarrelled with the management, and withdrew. He was supported in this action by James H. Caldwell and Thomas Banks, the former the man to whom of all others, the St. Charles owed its existence.

In the life of that day the Verandah was reckoned the cosiest and most home-like of the city's hotels; the St. Charles was the meeting place of the mercantile class, although there, too, the rich planters were apt to congregate; but it was at the St. Louis that the politicians liked to stay when they were in the city. The St. Louis was originally known as the City Exchange. Its building represented the protest of the Creoles against the tendency of the city's population to drift uptown, and such was the prestige of the great hostelry that for a considerable period it

was at least partially successful in staying this movement. At the head of the enterprise was Pierre Soulé, who ruined himself, financially, in the enterprise. As originally planned, it was a far grander edifice than the St. Charles. It was intended to cover the entire square bounded by Chartres, Royal, Toulouse and St. Louis, and cost \$1,500,000—a sum which, reckoned by the standard of our day, would fall not far short of \$4,500,000. In the competition which was instituted for the honor of designing this great edifice, eight designs were submitted, and the winner was J. N. DePouilly. DePouilly was a Frenchman who had settled in New Orleans some years before. His design called for a structure in the Tuscan Doric style, but it was never carried out fully. The materials were brought from France. But the crisis of 1837 intervened; the expensive methods of construction were modified; the size of the building reduced, and when, after three years of labor, the hotel was opened, in the summer of 1838, it occupied only the St. Louis Street side of the square which it was originally intended to cover completely. The first manager was Pierre Maspero. As its original name indicates, the primary object of the City Exchange was to supply a meeting place for business men. The hotel, ball-room, etc., were really secondary, though, of course, important features. The main feature of DePouilly's design was the rotunda in the center of the building. This was a lofty circular apartment, with a magnificent domed ceiling, borne on arches resting on lofty columns, and rising the full height of the building. The principal entrance was on St. Louis Street, under a Doric portico of six columns. This gave upon a vestibule 127 feet wide and 40 feet deep, in which, as in the rotunda itself, business was transacted. These places became the assembly place of the city's auctioneers.

The building was unfortunately destroyed by fire in 1841. It was immediately rebuilt in the same style at a cost of \$600,000. For twenty years thereafter nearly all the important transactions in New Orleans in which the services of an auctioneer were required, took place within its walls. The rotunda was open for business purpose only from noon to 3 P. M., but the vestibule was closed only at a late hour of the night and during the early hours of the morning. Surrounding the rotunda in the new building were arcades and galleries, to which the public had free access at all times, except on Sundays, when this part of the building was closed. When the erection of individual "exchanges," for the accommodation of special lines of business, the patronage of the St. Louis—as the building became known after the fire—fell off. The rotunda, down to the Civil war, was a favorite place for mass-meetings both of democrats and whigs.

The lower floor of the St. Louis was principally occupied by stores, banks, and business offices. Here, at the intersection of Chartres and St. Louis, was the headquarters of the Improvement Bank, capitalized at \$2,000,000, to which the building owed its inception. The ball-room and the apartments connected with them were on the second floor, and access was obtained to them by a second and smaller entrance on St. Louis Street. The principal ball-room was in the part of the building towards Royal Street, but its windows opened into St. Louis Street. The ceiling was very handsomely frescoed, and in its day the great apartment was looked on as one of the most elegant in the country. Later on, this entire suite was divided into bedrooms, and all trace of the former splendor disappeared.

The remainder of the building was fitted up as the hotel. There were accommodations for 200 guests. Many distinguished visitors were entertained under its hospitable roof. Maspero, the first manager, was succeeded by a Spaniard named Alvarez, who had as assistant, Joseph Santini. They were followed by James Hewlett, who as proprietor of Hewlett's Exchange had already won a position of importance in the gastro-nomic history of the city. Under Hewlett the St. Louis reached its meridian of splendor. Then it was that the famous balls were inaugurated which were famous all over the country. Among those which are still recalled is the "bal travesti" of the winter of 1842-3 and that at which Henry Clay was a guest. There were 200 subscribers to the Clay fete, each of them contributing \$100. There were 600 guests, and when they assembled at supper, Clay delivered for their benefit what is said to have been the only oration he made in Louisiana. In the famous ball-room, too, were held the sessions of the State Legislature of 1845, when that body adjourned from Jackson, Louisiana, on the ground of the inconvenience of that town, and sought the gaities and dissipations of New Orleans.

For a time the hotel was managed by Hall & Hildreth, and then in 1872 Hiram Cranston undertook to run the place. Cranston was a widely-known hotel man. He had been for years successful at the head of an important hotel in New York City. Nevertheless, at the end of a year, he abandoned his New Orleans enterprise, after making the most disastrous failure in the history of hotel life in this city. E. F. Mioton took charge for one season but failed also.

Down to the Civil war the St. Charles Hotel met with but one reverse. That happened in 1841, when the Exchange Bank, which built it, failed, and the president and cashier of the company fled in order to avoid arrest. When the affairs of the bankrupt corporations were liquidated, the hotel passed into the hands of the St. Charles Hotel Company, which has owned it ever since. The fate of the first St. Charles was spectacular in the extreme. At 11 o'clock on the night of January 18, 1851, the upper part of the building was discovered to be in flames. The house was filled at the time. It is said that there were 800 guests there. It was the height of the most prosperous season it had ever known. So crowded was the place that the proprietors had leased the St. Louis Hotel in order to accommodate the overflow from their own establishment. The cause of the fire is unknown. It is supposed to have been caused by a defective chimney; but as some plumbers were at work that afternoon with a furnace and other similar appliances, it is probable that their carelessness was responsible for the disaster. The destruction of the hotel, however, might have been averted in part at least but for the incompetent behavior of the fire department on this occasion. The fire had made great progress before the alarm was given. When the engines arrived they were only partially manned and worked imperfectly. The proprietor and his staff organized an impromptu bucket brigade and did yeoman's service. Their efforts were entirely inadequate to subdue the flames, especially as the fire above the fifth story was quite out of reach even of the engines. Within a half-hour the front portico fell into the street with a tremendous crash. In its fall it crushed a marble statue of Washington by one of the best contemporary Italian artists, which had been presented to the hotel by John Hagan, and which occupied a prominent position at the main entrance.

The fire did not confine itself to the hotel but spread to several other prominent buildings. It was then that Doctor Clapp's church was consumed. The First Methodist Church shared the same fate. The Pelican House, a small hotel, near Gravier Street, and fourteen other buildings, one of which was situated as remote from the hotel as Hevia (Lafayette) Street, were likewise completely consumed. Some were completely destroyed by the flames within twenty minutes. The loss was estimated at over \$1,000,000. The greatest part of the loss was, of course, represented by the hotel. The insurance on this great building was but \$105,000. It was actually worth about seven times that sum. But this heavy loss did not daunt the owners. Hardly had the embers cooled than they were discussing the erection of a new building. Within two days a decision was reached, and within a few weeks work was begun. Twelve months later the second St. Charles was ready for business.

The new building was of the same style and architecture as its predecessor, but lacked one feature which had excited the admiration of all who had beheld the original edifice. That was the great cupola, second only to that at the capitol at Washington. The architect was a New York man named Rogers, but he left the city before the work was completed, and his place was taken by George Purves, a New Orleans builder. His principal change was the staircase, which in the original design descended directly from the hotel office to the street. In the new building they divided and turned back on themselves in a highly elaborate and very attractive fashion. The new hotel was promptly leased by Hildreth & Hall, elaborately fitted up, and from that date to the Civil war shared in the prosperity of the city. In these years—from 1851 to 1861—the St. Charles was the gathering place of the men who made the history of the South. It was in the famous "Parlor P" that Jefferson Davis and a number of the leading public men of the South held an important conference on their way to the Charleston convention. They decided then upon the course which they were to follow in that fateful meeting—a decision which probably led directly to the great war between the states.

The war found the hotel in a very prosperous condition; it left it bankrupt. In 1862, when the city was occupied by the Federal troops, the manager of the hotel refused to receive General Butler, and the result was that a serious disturbance was narrowly averted. Hildreth was a relative of Mrs. Butler's. He was a man of Northern birth, but had identified himself thoroughly with the South, and was at the time a member of a local military company. Hildreth claimed that he had closed the hotel and for that reason could not entertain the general. The Federal officials, however, easily settled the question. They took possession of the building, opened it themselves, and ran it as an accommodation for the officers of the army. For a few days, it is said, Butler himself took over the active management. Mrs. Butler occupied the ladies' parlor. She signified her wish to receive the ladies of New Orleans there, but none of them deigned to respond to the invitation, and Mrs. Butler's receptions were limited for the most part to the wives of the army officers and Federal employees. Ultimately, Butler removed his headquarters to the Twiggs mansion, on Prytania Street. The hotel was then surrendered to its lessees. They kept the establishment going, but naturally there was little transient business. Travel was not attractive at that troublous epoch.

In 1865, at the close of hostilities, the city was full of returned Confederate soldiers, most of them penniless. The whole population undertook to care for them. The hotels did their share of the work. Both the St. Charles and the City Hotel threw their doors open. They entertained hundreds of ex-soldiers. The books of the former show bills to the amount of \$30,000 which were never paid by these brave but impecunious guests. In 1866, however, began that business revival which came to a sudden end in 1868. For those two years the city was full of people. The hotels did a fine business. When the Reconstruction policies led to the installation of a republican government, prosperity came to an end, and it was not till about twenty-five years later that good times came again. In the interval Hildreth retired from the management of the St. Charles. He sold his interests to his partner, Hall, in 1865. In 1869 the hotel was leased to Rivers & Foley, and afterwards to Rivers & Bartels. During the stormy political period from 1868 to 1880 the St. Charles was frequently the scene of important events. In its rotunda men of every variety of political views foregathered. Parlor P became nationally famous for the political conferences held therein. It was occupied by no less than six congressional commissions sent to New Orleans to investigate different phases of the radical regime. There Madison Wells, Jim Anderson, Kellogg, and a host of others made history, testifying before the visitors from Washington. Questions of trade and commerce were also ventilated in Parlor P. Here, too, at a later date, came Rex, the King of the Carnival, and made Parlor P headquarters during the brief space of his annual reign.

In 1878 the St. Charles underwent extensive repairs. When these were done it had accommodations for between 600 and 700 guests. There were 400 bedrooms. The lower floor was occupied by business offices, and there, too, was a bar-room which had a national reputation. On the second floor were two dining rooms, the various parlors and drawing rooms, etc. On occasions of special ceremony the management could parade the famous gold table service, valued at \$16,000, the possession of which was one of the things that made the old St. Charles unique.

The Civil war also wrought great changes in the St. Louis Hotel. The burning of the hotel in 1841, as has been said, caused the collapse of the Improvements Bank. The property was then sold to the Citizens' Bank, which made many attempts to dispose of it, but invariably had to take it back on a foreclosed mortgage. In 1874 it was sold to the State of Louisiana for \$253,000, and for the next eight years was used as the state capitol. During that time it was the meeting-place of the "black and tan" Legislature, for the convenience of which the famous rotunda was floored over at the height of the second story, converting the lower portion into a basement or cellar. In the domed chamber thus created the state senate held its meetings. In 1874 the hotel was the headquarters of the Kellogg government, and was one of the centers of the struggle between the revolting people and the "carpet-bag" government. Again, in 1877, it was the scene of political disorders of the most singular character. When, after four months' tenancy, Packard withdrew from the building, he left it in a state of terrible dilapidation and filth. Soon afterwards, the removal of the state capitol from New Orleans to Baton Rouge, caused the building to be closed. In 1884 R. J. Rivers, previously manager of the St. Charles, leased the property from the state, and re-opened it as a hotel. At this time the building was repaired and

to some extent remodelled, and renamed the Hotel Royal. Rivers abandoned his enterprise seven or eight years later, and nobody cared to follow him in what was obviously a losing venture. Subsequently, the state disposed of the property to J. A. Mercier, but the building remained unoccupied and fell into general disrepair. The rat-proofing campaign which followed the discovery of a few cases of bubonic plague in the city, in 1914, led to an investigation of the old building; it was condemned as a breeder of vermin, and the owners not caring to expend the large sums which would have been necessary to make it safe and sanitary, had it torn down.

The fate of the second St. Charles Hotel was more spectacular. A serious fire in 1876 did extensive damage to the hotel; another on October 3, 1880, when damages estimated at \$25,000 was done; and finally, on April 28, 1894, the building was entirely consumed. It is rather a remarkable fact that only in the last fire was there any known loss of life. In 1850 several persons were slightly injured. In the last fire, however, four persons perished, and a number were more or less slightly injured. The present building was erected immediately after the fire.

In addition to the St. Charles New Orleans possesses at the present time a number of excellent hotels, of which the most prominent are the Hotel Grunewald, the Hotel de Soto, the Monteleone, the Lafayette, and the Planters'. The Hotel Grunewald was established on Baronne Street, near Canal, in 1893. The present magnificent structure, extending back through the square to University Place, dates from 1908. The DeSoto was opened in the spring of 1906. It is a magnificent building covering an entire square on Baronne and Poydras streets. The Monteleone was established in 1901, on Royal Street, one block below Canal Street. The Lafayette occupies a commanding location overlooking Lafayette Square. It was opened to the public in October, 1916. The Planters' Hotel, formerly known as the Hotel Bruno, is situated on Dauphine Street, corner of Iberville. It was opened in 1906, and the building was renovated and refurnished in 1919.

An important part in the social life of the city is played today by the clubs, of which two, at least, have a history stretching back to a date before the Civil war, and several to a time immediately following that conflict. The Boston Club is the oldest surviving organization of this type. It was formed in 1841 by a coterie of gentlemen devoted to the "game of Boston," a card game in vogue at that time. Of the original members none survive, and only a few of those who were members at the time of the Civil war. The club was incorporated in 1842. Its first quarters were on Royal Street, but after a short residence here, it transferred its household goods to rooms on the south side of Canal Street, adjoining Moreau's restaurant. About this time other games than Boston began to be played in its comfortable card-rooms. During the Civil war the club was closed by order of the Federal authorities, but it was re-opened in 1865, in new quarters on Royal Street. Later on the club took rooms on Carondelet Street, near Canal, and finally occupied its present home on Canal Street, between Carondelet and Baronne. This building is a fine type of the pre-war southern residence. It was built by the famous Dr. W. N. Mercer, when he relinquished his stately mansion on Carondelet Street, where he entertained Henry Clay, during the latter's visit to New Orleans. Mercer was an intimate friend of

Clay, and it is said was the generous but anonymous benefactor that paid the statesman's debts, in the later years of his life. Among the noted men who have belonged to the Boston Club may be mentioned John R. Grymes, the great lawyer; Judah P. Benjamin, the Confederate secretary of state; T. J. Semmes and Gen. "Dick" Taylor. Jefferson Davis likewise frequented the club whenever he was in New Orleans.

The Pickwick Club is the other organization which originated before the Civil war. It was founded in 1857 in a parlor above the famous Gem saloon, which figured so frequently in the annals of the city in Reconstruction days. Its first habitat was on St. Charles Street, near Canal. The first president, A. H. Gladden, entered the Confederate army as commander of the First Confederate Regulars, and was killed at Shiloh. The members made up a purse of \$1,000 and contributed it to the support of the families of soldiers killed in the war, and then virtually disbanded; but the tradition was cherished by such men as the late John Q. A. Fellows, and when peace came again, the club was resuscitated and re-organized. Up to 1881 the quarters of the club were at the corner of Canal and Exchange Alley. There General Hancock was entertained while he was in New Orleans, at a Christmas celebration which is remembered on account of his presence. The club then was domiciled in the mansion now occupied by the Boston Club, and in 1884 it occupied a building specially built for its use at the corner of Canal and Carondelet streets. In 1894 this palatial edifice was burned, and after two or three years of experiment with quarters in the vicinity, first on the opposite corner of Canal and Carondelet, then at No. 4 Carondelet Street, it located at its present quarters on Canal, near Rampart.

The annals of the Pickwick, however, are not exclusively social. It came into existence as a result of an interest in the Carnival. The seven gentlemen who issued the call for the meeting of January 3, 1857, at which the club was organized, were interested in building up a Carnival organization. For many years the Pickwick Club and the Mystic Krewe of Comus were, as far as the public were concerned, one and the same thing. The first pageant was given on February 24, 1857. After the procession "the grotesque maskers repaired to the Gaiety Theater, and made much fun and merriment and enjoyed quizzing their wives and sweethearts to their hearts' content without revealing their identities. At 12 o'clock precisely the captain's whistle blew, and the Krewe marched without lights to No. 57 St. Charles Street, where on the third floor-of this store a bounteous repast awaited them, the experiences of the night were told in wine and wit and much enjoyment, until early morning ended the first festival." In 1874 members of the club played a conspicuous part in the attempted overthrow of the radical government. In 1878 the club did much to relieve suffering caused by the great epidemic of yellow fever in that summer. In 1879 the members formed the "Dietetic Association," and distributed beef tea and soup to the needy, and delicacies for the convalescent, from the club windows in Exchange Alley.

The Louisiana Club dates from 1879, and has for many years occupied comfortable quarters on Carondelet Street, near Canal. The Harmony Club, which since 1896 has inhabited a stately marble palace on the corner of St. Charles and Jackson avenues, came into existence in the early '70s, as a result of the merging of two older organizations, the "Deutscher Companie" and the "Young Bachelors' Club," the latter organized about 1856. The Deutscher Companie may be traced back to

1862 when a meeting attended by young men prominent in Jewish and German circles was held, and at which the suggestion of the formation of the club was made by the late Sol Marks. In April, 1863, the idea took shape, with forty members, Mr. Marks being elected president and M. L. Navra, secretary. The Harmony Club is the leading Jewish social organization of the city. Its first president, Joseph Magner, favored an uptown home, and did, in fact, secure rooms in the vicinity of Delord Street, but subsequently a site on Canal Street was occupied. Then for a time the club was domiciled in the magnificent old Hale residence, on Camp Street, corner of Howard Avenue, where afterward the H. Sophie Newcomb College held its first sessions.

Another important Jewish organization, the objects of which are not exclusively social, is the Young Men's Hebrew Association, which owns a fine building on St. Charles Avenue, at the corner of Clio. This building was erected in 1906, at a cost of \$100,000, replacing a smaller structure put up in 1896, which had been destroyed by fire.

The Chess, Checkers and Whist Club came into existence in 1880, as a result of the enthusiasm of C. A. Maurian, C. F. Buck, and J. D. Seguin, all devotees of the "king of games." They founded a small club for the study and cultivation of the game. At first a single room accommodated the members. This was at No. 128 Gravier Street. The membership, however, increased rapidly, and by January, 1881, numbered 150. In the meantime larger quarters had been secured at No. 168 Common Street, and then at No. 170; but in the following year it was found necessary to lease a whole floor of the building at the corner of Common and Varieties Alley. In 1883 it removed to handsome quarters at the corner of Canal and Baronne, where it remained till 1920, when the present quarters—formerly the Cosmopolitan Hotel—on Bourbon Street were occupied. Fire destroyed the club building in 1890, but it was immediately rebuilt. In 1881 Capt. George H. Mackenzie, the famous chess-player, visited the club, and gave a series of exhibitions. This was the beginning of a delightful custom. Thereafter the celebrated chess-players of all lands have been at various times guests of the club, and have played with its members. Among those who have matched their skill against the membership were Zukertort, Lee, Steinitz, Pillsbury, and Laskar. The greatest of all chess-players, Paul Morphy, who was a native of New Orleans, was a member. Down to his death he frequented the rooms. A fine marble bust of this master, which is one of the treasured possessions of the club, occupies a prominent position in its rooms.

The Young Men's Gymnastic Association is another well-established institution which has a distinctive place in the life of the community. It was formed in 1872 under the name of the Independent Gymnastic Club, but this name was abandoned shortly after organization in favor of the present more accurately descriptive title. Its admirably equipped premises at No. 224 North Rampart Street have been occupied since 1888. Somewhat similar in its general aims is the Southern Yacht Club, the second oldest yatching organization in the United States. It was founded in 1849, and since 1879 has occupied quarters at West End, the present luxurious building having been erected a few years ago on the site occupied by an earlier and less elaborate structure. The St. John Rowing Club, which may also be mentioned as having quarters at West End, dates from 1869. The city also boasts of numerous other clubs, some

interested in athletics, like the Audubon Golf Club, and the Pontchartrain Rowing Club; others, like the Choctaw Club, in politics; some in civic development, like the Kiwanis and the Rotary clubs; others of a literary and social character, like the Press Club, and a few for women, like the Catholic Women's Club, the Era Club, etc.

The Round Table Club, however, is unique. In its handsome clubhouse on St. Charles Avenue, overlooking Audubon Park, no game of chance is played for money; it has never had a bar, and its lectures are weekly events which enlist the services of the ablest men in the country and bring out the criticism and comment of experts of every description among the members. This club was organized in 1898 by a little group of professional, literary and artistic men, among them the late Rev. Beverly Warner, Prof. J. H. Dillard, and Horace Fletcher, each man a celebrity in his way. A preliminary meeting at Mr. Fletcher's rooms was followed by a meeting at Doctor Warner's residence on January 3, 1898, "to consider the formation of a club literary, artistic, scientific, etc." To the nucleus of three this meeting added Prof. J. B. Ficklen and Prof. H. B. Orr, then of Tulane University; Prof. Ellsworth Woodward, of Newcomb College; Henry W. Sloan, and P. M. Weltfeldt. At first the club was known as the Fellowcraft Club, but the more alluring and significant name was adopted soon after organization. Doctor Warner was chosen the first president. The other officers were Dr. J. B. Elliott and Dr. Robert Sharp, vice presidents; Porter Parker, secretary, and L. H. Stanton, treasurer. The first home of the club was at No. 1435 Jackson Avenue. The opening of the clubrooms was an interesting event. Mrs. Mollie Moore Davis wrote a poem for the occasion; Miss Grace King sent a letter of congratulation, and there were greetings and contributions from many other literary lights. The weekly lecture is given on Thursday night, from October to June. The roster of lecturers is too long to be given here, but it may be said, in passing, that it includes every noted man who has visited New Orleans in the last twenty years. The list of officers of the club is also noteworthy. Doctor Warner retained the presidency until he resigned to accept a pastorate in Philadelphia. He was succeeded by Professor Ficklen. Other presidents, in their order of election, were: Victor Leovy, J. J. McLoughlin, A. B. Dinwiddie, and Allison Owen. Except for a brief interim during which T. H. Anderson was treasurer, Mr. Stanton has filled that office continually since the foundation of the club. The secretaries have been: Porter Parker, Charles Uhlhorn, J. D. Miller, E. T. Florence, T. J. Anderson, E. L. Symonds, W. H. Symonds, Prof. Pierce Butler. The present building was occupied in 1919.

Of a distinctively literary order is the veteran society which meets once every month in the historic Sala Capitular at the Cabildo. The Louisiana Historical Society was established on January 15, 1836. Its first president was Judge Henry A. Bullard of the Supreme Court. The society soon fell into decay. It was re-organized in June, 1846, a constitution was adopted July 1, 1846, and the celebrated historian, Francois Xavier Martin was elected president. He died in December, 1846. The next year the society was incorporated and Judge Bullard was again elected president. A list of the members was published in 1850 and comprises the names of many distinguished Louisianians. The society seems to have prospered for several years.

By Act No. 6 of the Legislative Assembly of 1860, approved January 16, the society became in reality a state institution, inasmuch as the act decreed that "in the event of a dissolution of the Historical Society, all books, maps, records, manuscripts and collections shall revert to the state for the use of the State Library."

In addition to this, many of the original archives and historical documents of the state have been preserved by the society for many years; but the state gives no assistance whatever to the society, not even printing the reports of its proceedings.

Mr. Charles Gayarre, the historian of Louisiana, was elected president of the society in 1860, but the Civil war coming on, the society slumbered until by act of the Legislature, No. 108 of the Extra Session of 1877, approved April 30, a new charter was given it and its domicile was transferred from Baton Rouge, the state capitol, to New Orleans. Meetings were held but not regularly. Judge Gayarre remained the president until 1888, when he resigned, after holding the office for twenty-eight years. W. W. Howe, formerly a justice of the Supreme Court, was elected president in 1888 and held office until February, 1894, when Prof. Alcée Fortier, professor of romance languages in Tulane University of Louisiana, whose reputation as a historian was deservedly great, was elected president. He was annually re-elected president unanimously, till his death in 1914, when he was replaced by the present incumbent, Gaspar Cusachs.

The publications of the society, beginning in 1895, have been issued regularly, but before that, as far as can be ascertained, but one was officially published, and that was an address of Judge Bullard, published in Volume I of the "Historical Collections" of B. F. French.

As at present conducted, there is at every meeting one or more valuable papers read or addresses made and these are all permanently preserved, and in due course published in the Louisiana Historical Quarterly, a magazine which has been regularly issued since April, 1918, edited by John Dymond, Sr., down to his death in 1922, and since then by Henry P. Dart. The society has a large collection of historical matter, including copies from the archives in Paris of many volumes of unpublished Louisiana historical material. Most of the historical relics at the Louisiana State Museum are the property of this society, and the collection is constantly being increased by donations and loans, the society not being financially able to make any purchases.

There are in New Orleans two most interesting buildings now used for court purposes, fronting Jackson Square, with the famous St. Louis Cathedral between them. The oldest is the Cabildo, built while Louisiana was a Spanish Province in 1795, and the other the court house, built in 1813. By an ordinance of the City of New Orleans, ratified by the Legislature, these buildings have been perpetually dedicated for museum purposes. The room formerly occupied by the Supreme Court in the same ordinance is dedicated to the use of the Louisiana Historical Society. It was in this room that was effected the final transfer from France to the United States of the Louisiana Territory, December 20, 1803. It is particularly fitting, therefore, that the room should become the living place of the Louisiana Historical Society. In 1903, on the 100th anniversary of this transfer, the society gave a celebration thereof, following as far as possible the original ceremonies, culminating in the signing of a process verbal thereof in this room and a proclamation of

same by the governor of the state from the same balcony where Governor Claiborne addressed the people in 1803.

To particularize the public functions which the society has originated and participated in, for the last fifteen years, would require more space than is here available, but mention may be made of the reception of President William McKinley in 1901, the Charles Gayarré Centennial Celebration on December 20, 1905, the historical entertainment to President Taft and his party October 31, 1909, and in connection with the Kentucky Society of Louisiana, the celebration on April 12, 1910, of the fiftieth anniversary of the unveiling of the Henry Clay monument in the City of New Orleans. When the James S. Zacharie Public School was dedicated, the society presented to it a picture of Mr. Zacharie, who had been its vice president. When the Beauregard School, named after Louisiana's great general, G. T. Beauregard, was opened, a bust of the general, given by Camp Beauregard No. 130, United Sons of Confederate Veterans was presented through the president of the society. It is frequently represented at school dedications, presentations of pictures and other public affairs.

In conjunction with a committee from the Louisiana division of the United Daughters of the Confederacy, the society requested the state superintendent of education to set apart annually a day in the public schools, to be known as Louisiana Day, when the history of the state should occupy the attention of the pupils, large and small. The suggestion was accepted, the day fixed April 30, being the day of the signing of the treaty of cession from France to the United States, of Louisiana, in 1803, and the day when Louisiana was admitted into the Union in 1812. The society also celebrated worthily the one hundredth anniversary of the admission of Louisiana into the Union, on April 30, 1912.¹

¹ See the paper by W. O. Hart, read at the annual meeting of the Mississippi Valley Historical Association, in Iowa City, in 1912.

CHAPTER XLIV

THE CHURCHES

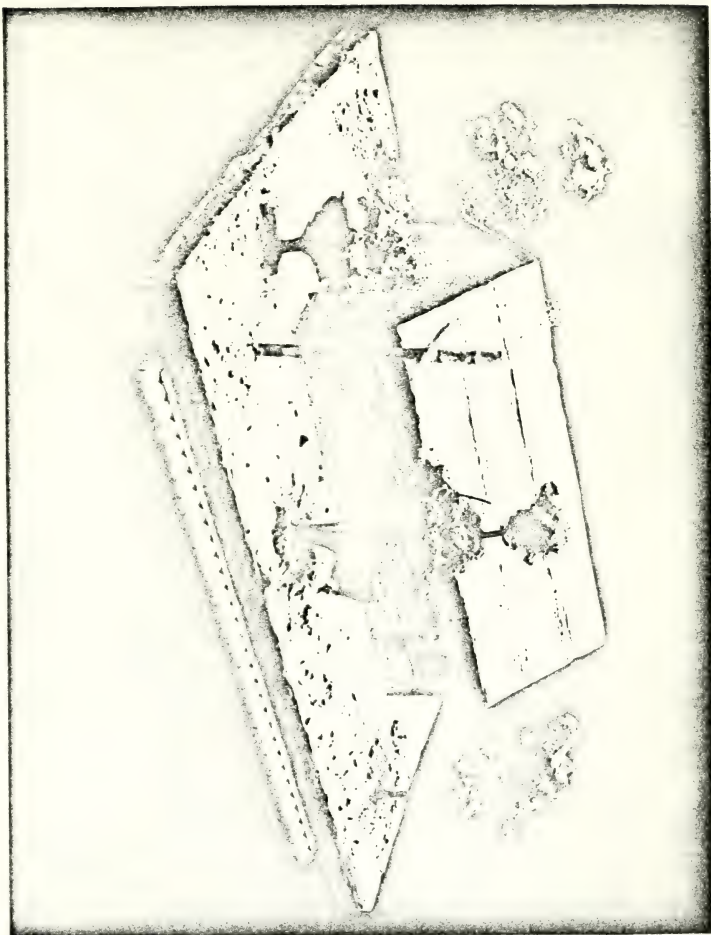
No attempt to deal even cursorily with the history of New Orleans would be justified if it omitted an account of the rise and progress of the Catholic Church in the Mississippi Valley. From the day when the cross was first planted on this virgin soil, down to the present, its work has gone steadily onward. Out of what was originally the ecclesiastical province of Louisiana have been carved eight archbishoprics and sixty bishoprics. Churches and schools have arisen in every direction, while upwards of seventy cathedrals have been erected in what was a short time ago, as history reckons such matters, a wilderness almost unknown to man.

At the founding of New Orleans Bienville's first care was to make proper provision for a church. The territory where he was at work had already been placed under the spiritual authority of the Bishop of Quebec. This official designated Father Bruno, a Capuchin, to go to Louisiana. With two companions, Father Bruno long ministered to the infant community. In 1724 the Jesuits came to the colony. Bienville provided them with a home and lands at the expense of the Mississippi Company. Their estate lay just above the little city. Here they cultivated indigo, the myrtle wax tree, and, probably, sugar cane. The expulsion of the Jesuits in 1763 was due to a decree issued by the French Government. It was enforced with great severity. After the withdrawal of this order, the Capuchins cared for the spiritual needs of the colony, under the direction of Father Dagobert, a priest around whose memory many local legends have grown up.

With the cession of Louisiana to Spain, in 1768, the province was transferred to the bishopric of Santiago de Cuba. At the head of this See was at that time the celebrated Doctor Echevarría. Realizing the necessity of an ecclesiastical official resident in New Orleans Bishop Echevarría obtained from the Holy See authority to appoint an auxiliary bishop who would not only have charge of religious matters in New Orleans, but look after the missions on the Mississippi, in Upper Louisiana, Mobile, Natchez, Pensacola, and St. Augustine. In prosecution of this plan, the Pope divided the diocese of Santiago de Chile, and created the bishopric of St. Christopher of Havana, Louisiana, and the Floridas. In 1781 the Rt. Rev. José de Tres Palacios was installed as first bishop of the new diocese. Father Cirilo de Barcelona was appointed his auxiliary, and sent to New Orleans in charge of the administration in Louisiana and the two Floridas. Thus the province became part of the diocese of Havana, which it continued to be down to April 25, 1793, when the territory was again divided, and the independent See of New Orleans was erected.

In the interval Bishop Cirilo had had a most successful administration. He was consecrated in the Cathedral at Havana in 1781, and proceeded immediately to his charge. By 1785, under his fostering care, the parish church in New Orleans was served by a parish priest and four assistants; and there were resident priests at Terre-aux-Boeufs, St. Charles, St. John the Baptist, St. James, Ascension, St. Gabriel's, Iber-

MODEL OF THE FIRST CHURCH ERECTED IN LOUISIANA, 1718, IN THE LOUISIANA STATE MUSEUM



ville, Point Coupee, the Attakapas, Opelousas, Natchitoches, Natchez, St. Louis, St. Genevieve, and at St. Bernard, or Manchac (Galveston). It may be mentioned also as of interest that in 1786 Bishop Cirilo issued a pastoral attacking the custom cherished by the negroes of New Orleans, of assembling on Sunday afternoons, in what was afterwards called Congo Square (the Beauregard Square of today), to dance the "bamboula" and celebrate heathen rites of various kinds, relics of their life in Africa. The spiritual condition of the negroes gave considerable anxiety to the Spanish Government, if we may judge from the fact that in 1789 the King Charles issued a decree requiring that on every plantation where there were slaves, there should be a chapel for their use. It is not clear what arrangement was made to supply these chapels with the proper ministers; probably, the nearest priest visited the spot from time to time and officiated there at more or less fixed intervals.

On November 25, 1785, Bishop Cirilo appointed as parish priest in New Orleans Father Antonio Ildefonso Moreno y Arce, one of six Capuchin priests who had come to the colony in 1779. Father Antonio, or Père Antonio de Sedella, as he is best known, had a stormy career in New Orleans. He it was who attempted to introduce into Louisiana the Inquisition, in 1789, and was expelled in consequence by Governor Miro. Later, as elsewhere related in this work, he returned to the city, and by works of humility and devotion, established himself securely in the affections of his parishioners, and died, venerated almost as a saint, in 1829.¹

The See created as a result of the division of the diocese of Havana, in 1793, embraced an immense territory. It was bounded on the north by the Canadian line, and on the south by the diocese of Linares and Durango, in Mexico. On the east its frontier coincided with that of the diocese of Baltimore. On the west it was bounded by the Rocky Mountains and the Rio Perdido. Its official designation was, the bishopric of St. Louis of New Orleans. The first incumbent was Louis de Peñalver y Cárdenas. Bishop Peñalver arrived in New Orleans on July 17, 1795. His administration, however, covered but seven years. In 1802 he was promoted to the archbishopric of Guatemala, and four years later, to that of Havana, where he died. Pending the appointment of his successor the affairs of the diocese was entrusted to the Rev. Father Hasset, administrator, and the Very Rev. Patrick Walsh, vicar general. The former was in bad health. He addressed a communication to Bishop Carroll of Baltimore, in April, 1804, asking permission to retire to a more invigorating climate; and upon receiving permission to that effect, left Father Walsh alone to act as administrator, a post which he discharged with credit till his death, on August 22, 1806. In the meantime a successor to Bishop Peñalver had been found in the person of the Rt. Rev. Francisco Porro y Peinade, but his death in Rome, on the eve of his departure to take possession of his See, left the diocese still without an official head. Bishop Porro never set foot in Louisiana, and his appointment coming at a time when negotiations were under way for the transfer of Louisiana to the United States, it was, perhaps, fortunate in every way that he was never in a position to take charge of the diocese.

The affairs of the diocese were cared for by a variety of temporary expedients after the transfer of the province to the United States, from 1803, down to the year 1815. Father Walsh passed away, as already

¹ Shea, "Life and Times of Archbishop Carroll," II, 548-671.

stated, in 1806. He was laid to rest in the old chapel of the Ursuline convent, in the street which bears the name of those good sisters. His death left the government of the province in the hands of the Rev. Father Sibourd. Bishop Carroll, acting under a papal decree of September 1, 1805, assumed the administration until such time as a new bishop might be appointed. He dispatched the Very Rev. M. Olivier to New Orleans to represent him locally. Father Olivier relieved Father Sibourd as administrator, and continued in charge till August 18, 1812. In the meantime the Holy See had communicated to Bishop Carroll a request to send to New Orleans some priest, whom he knew to be well qualified, to have the title of administrator apostolic, and the rights of an ordinary, to "continue to exercise this office only at the good will of the Holy See and according to instructions to be forwarded by the Congregation for the Propagation of the Faith." The man selected for this responsible post was the Rev. William Dubourg. On his arrival in New Orleans the new apostolic administrator was well received by Father Antonio (Père Antoine) and the remainder of the clergy, and set to work with great zeal to regulate the affairs of his charge. He immediately identified himself with the American cause, in the great conflict then raging between the United States and Great Britain; and when requested by Gen. Andrew Jackson to hold public prayers for the victory of the American arms, in January, 1815, complied devoutly and patriotically. After the battle of January 8 he officiated at the Te Deum celebrated in the Cathedral in gratitude for the signal success which Heaven had vouchsafed.

On September 24, 1815, the See of New Orleans, which had remained vacant for a decade, was at last filled by the elevation of Father Dubourg. He was consecrated on that date in Rome, whither he had gone to solicit aid for the diocese. Another important incident of this visit to Europe was, that at the solicitation of the new bishop the Vincentian or Lazarist Fathers agreed to come to Louisiana to open here a theological seminary. They located in St. Louis, founding what has since grown into the great Kenrick Seminary. At this time, also, Bishop Dubourg organized in France a little society, at Lyons, which undertook to make weekly payments towards the support of his missions in the new world. From this tiny beginning has since grown the mighty Society for the Propagation of the Faith. As was to be expected from so zealous and single-hearted a prelate, Bishop Dubourg, on his return to Louisiana, occupied himself with the opening of schools and colleges. At the request of the Secretary of War of the United States, he also established important Indian missions, which he put under the control of the Jesuit fathers.

On March 25, 1824, in the church at Donaldsonville, La., Rev. Joseph Rosati was consecrated as bishop coadjutor to Bishop Dubourg. Bishop Rosati took up his residence at St. Louis. In the latter part of that year Bishop Dubourg was transferred to the archbishopric of Besançon, in France, where he died a few years later. His promotion brought Bishop Rosati to New Orleans as head of the diocese. His administration lasted only three years. In 1827 the vast area till then attached to the bishopric of New Orleans was divided and the See of St. Louis was created out of its northern extremity. Bishop Rosati was made the first bishop of St. Louis. He was succeeded in New Orleans by another Lazarist, the Rt. Rev. Leo de Neckeré. Bishop Neckeré died in 1833, in the fourth year of his administration, as a result of fatigue and illness brought on in the course of his ministrations to his flock in the great epidemic of that year.

The territory under the jurisdiction of the bishop of New Orleans was further curtailed in 1824 and 1825; in the former year the Prefecture Apostolic of Alabama was established, and in the following year, along with the Floridas, advanced to the rank of a Vicariate Apostolic. The Rev. Michael Portier was made first bishop of the new jurisdiction. He was consecrated in the cathedral at New Orleans on August 29, 1825. In 1829 the diocese of Mobile was created. In 1827 the See of Natchez was erected, with Rev. John J. Chanche as first bishop.

On the death of Bishop Neckeré the Rev. Anthony Neanjean was selected by Rome to fill the vacancy, but he declined the honor. The Rev. Anthony Blanc, who, in conjunction with the Rev. Father Lada-vière, had been in charge of the diocese, was then appointed. Bishop Blanc was consecrated in the St. Louis Cathedral on November 2, 1835. The most important feature of his administration was the recall of the Jesuits to Louisiana. Nearly seventy-five years had elapsed since their expulsion from the diocese. They not only dedicated themselves to the ministry, but in 1837 opened a college at Grand Couteau, the first of a large number of educational enterprises undertaken by the order in the years immediately following their arrival in Louisiana. In 1835 Bishop Blanc laid the foundation stone of St. Patrick's Church, the first church for English-speaking Catholics erected in New Orleans. In 1838 the Lazarist Fathers opened a seminary in New Orleans. In 1843 the diocese of Little Rock was created out of territory included in the jurisdiction of New Orleans. The Rev. Andrew Byrne, D.D., was consecrated its first bishop. Four years later another See, that of Galveston, was created, with the Rev. J. M. Odin as its first bishop.

The Seventh Council of Baltimore addressed to his Holiness the Pope a recommendation that the Diocese of New Orleans be advanced to metropolitan rank. On July 19, 1850, therefore, Pope Pius IX created the Archdiocese of New Orleans, and appointed Bishop Blanc to be its first incumbent. Under his jurisdiction were placed not only his own See of New Orleans, but those of Mobile, Natchez, Little Rock and Galveston. Archbishop Blanc received the pallium in the St. Louis Cathedral on February 16, 1856, at the hands of Bishop Portier of Mobile. But New Orleans' first archbishop was not spared long to enjoy his honors. He passed away suddenly in that city on June 20, 1860. He was succeeded by Rt. Rev. Bishop John Mary Odin, appointed on February 15, 1861. Bishop Odin was then serving as bishop of Galveston. Although a native of France, he had received his education in the United States and was ordained at St. Louis in 1824. His service in New Orleans was marked by the same conscientious and devoted labor that had characterized his work in Texas. He established a number of charitable and benevolent institutions. Under his care the number of churches increased so rapidly that he was compelled to make a special trip to Europe to procure priests to take charge of the new parishes. In 1869 he went to Rome to attend the Ecumenical Council of that year. While in attendance he grew so feeble that he was compelled to retire to his native town, Ambière, in France, where he died on May 25, 1870, aged 69. An interesting fact connected with Archbishop Odin's administration which should not be omitted here, was the establishment of the "Morning Star." The diocese had at one time possessed a good paper, but it was published in the French language. It was called *Le Propagateur Catholique*, and for a time was edited by Father Napoleon Joseph Perché, who after-

wards became archbishop of New Orleans. It went out of existence about the time of the beginning of the Civil war. The "Morning Star" was established in September, 1867, and has been published regularly ever since. The Rev. Richard Kane was the first editor, and Thomas G. Rapiér, afterwards manager of the New Orleans Picayune, became the business manager. In 1870 Father Abraham Ryan, the famous poet, became editor, but resigned in 1873.

In 1870 Father Perché was named coadjutor to Archbishop Odin, and on May 25, after having served in the lesser office only twenty-four days, succeeded to the archiepiscopal dignity. He was in his 65th year, and most of his religious career had been passed in New Orleans, where he settled in 1836 as almoner of the Ursuline Convent. Difficulties with the wardens of the cathedral over the management of church property, which had occurred from time to time under previous bishops, rose during Archbishop Perché's time, but although litigation ensued, the archbishop was successful in effecting a compromise which left behind it no ill feeling. It was during his rule that the Carmelite nuns were established in the diocese. Twenty churches and chapels were built; the priesthood was extensively recruited; two Catholic colleges, one at Thibodaux and the other at St. Mary's, were founded; several academies for girls, and a number of parochial schools were opened and an asylum was founded in New Orleans for aged colored women, of which the Little Sisters of the Poor took charge. Pope Leo XIII, who greatly admired the sermons of this eloquent prelate, called him "the Bossuet of the American Church." Archbishop Perché died in New Orleans December 28, 1883.

His successor was Francis Xavier Leray, who had in 1877 been appointed bishop of Natchitoches, and, in December, 1879, coadjutor to Archbishop Perché. On Sunday, January 25, 1883, Archbishop Leray received the pallium in the St. Louis Cathedral from the hands of Archbishop Gibbons of Baltimore. Archbishop Leray was a native of France and was born in 1825. He died on September 23, 1887, at his native town of Chateau-Giron, while there on a visit. Between his death and the appointment of his successor there was an interregnum of several months. During this time the affairs of the archdiocese were administered by the Rev. A. G. Rouxel. On August 7, 1888, Francis Janssens, who was then serving as bishop of Natchez, was promoted to the vacant See. He was invested with the pallium in the St. Louis Cathedral on May 8, 1889, by Cardinal Gibbons, this being the first time in the history of the Catholic Church in the United States that a ceremony of this description had been performed by a cardinal. Archbishop Janssens was a native of Holland, but at the time when he was called to the archbishopric of New Orleans had spent over twenty years in America. His administration was characterized by the uniform good feeling which prevailed and the steady progress which was made by the church in all her charitable and educational enterprises. In the spring of 1897 Archbishop Janssens left New Orleans to visit his home in Holland, but died of heart failure on June 19, 1897, while on his way to New York.

His successor was a man whose name is written high in the history of the American church. Placide Louis Chapelle, a native of France, was archbishop of Santa Fe when, in November, 1897, he was appointed archbishop of New Orleans. On September 16, 1898, Archbishop Chapelle was appointed apostolic delegate in Cuba and Porto Rico, and a

year later received a similar appointment for the Philippine Islands. His task was to reorganize the church in these places under the American rule. He accomplished this difficult and delicate mission in each case with signal success. On account of his frequent absences from New Orleans in the performance of these duties, it was necessary to provide him with an assistant. Accordingly the Rev. Gustav A. Rouxel was appointed auxiliary archbishop. On August 9, 1905, Archbishop Chapelle fell a victim to the yellow fever.

James Hubert Blenk, although a native of Bavaria, was a resident of New Orleans during nearly the whole of his life. He was brought to this city by his parents when he was but eight years of age. His parents were Protestants, but the son became a member of the Catholic church when twelve years of age and was ordained a priest in 1885. After a distinguished career as an educator, first in Ireland and then in Louisiana, he was appointed to the rectorate of the Holy Name of Mary Church in the Fifth District (Algiers). When Archbishop Chapelle was appointed apostolic delegate to Cuba and Porto Rico he selected Father Blenk to be auditor of the delegation. He was required to give particular attention to the complicated question of church property in those islands. So well did he perform the tasks committed to him that when it became necessary to appoint a bishop for the new American See of Porto Rico, he was recommended for that post. He was confirmed bishop on April 21, 1899.

On April 20, 1906, he was selected to succeed Archbishop Chapelle as archbishop of New Orleans. He was enthroned in the St. Louis Cathedral on July 1, 1906. He at once confirmed the Rt. Rev. G. A. Rouxel as auxiliary bishop and named the Rt. Rev. J. M. Laval vicar-general. The pallium was conferred upon Archbishop Blenk by Cardinal Gibbons in the St. Louis Cathedral on April 24, 1907. His administration was characterized by a deep interest in the work of the Federation of Catholic Societies, of the Catholic Educational Association and in the cause of education in general. Many splendid schools and churches were erected under his auspices in the country sections of the diocese. A diocesan school board was formed to co-operate in this work. A preparatory seminary was founded and the first steps taken towards the establishment of a major or theological seminary. In his solicitude for the spiritual and educational betterment of his colored parishioners he not only instituted in the country a parish distinctly for them, but called to labor in the diocese the Josephite Fathers, the Fathers of the Holy Ghost and the Sisters of the Blessed Sacrament, in addition to the priests and societies already engaged in that important work. In the latter part of his administration Archbishop Blenk perceiving that the growth of the diocese had attained a point where a further division should be instituted, recommended the establishment of the See of Lafayette. This recommendation was not carried out until after his death. This sad event took place on April 20, 1917, as a result of a long illness, brought on by unremitting labor. He was interred in the vaults of the St. Louis Cathedral beside his predecessors in the See.

Pending the appointment of a successor to Archbishop Blenk the diocese was administered by the chancellor, Father Jeanmard. On January 25, 1918, the Rt. Rev. John William Shaw, then serving as bishop of San Antonio, was promoted to the vacant archbishopric. Archbishop Shaw has continued his predecessor's labors on behalf of educa-

tion, and particularly by raising a fund of over \$1,000,000 had made sure the realization of a project long agitated by Catholic educators, the establishment of a great seminary in New Orleans for the education of young men for the priesthood.

At the present time the Archdiocese of New Orleans embraces the suffragan Sees of Mobile, Little Rock, Natchez, Galveston and Alexandria, the establishment of which has already been noted. The following Sees are also included: San Antonio, erected in 1874; Dallas, erected in 1890; Corpus Christi, erected in 1912; Oklahoma, 1905, and Lafayette, 1918. In 1918 there were in the archdiocese 148 churches and 126 missions with churches and 22 mission stations with chapels. There are, besides the Diocesan Preparatory Seminary already spoken of, a Dominican seminary, where young men are trained for the missionary work of that order. There are in New Orleans eight Catholic orphanages, an infant asylum, three hospitals, three houses for the aged poor, the House of the Good Shepherd, devoted to the care of wayward women and girls; the Hotel Dieu, a great private hospital, connected with which is the Burguiere Memorial Home for Incurables, recently erected at a cost of \$50,000. The work of the Sisters of Charity in the New Orleans Charity Hospital is well known. The Louisiana Retreat for the Insane is likewise a Catholic institution. Catholic philanthropy is responsible for the creation of the St. Vincent Home for Workingmen, established at Jackson Square a few years ago; and the Hope Haven Industrial Farm, one of the most important movements undertaken for social service in the archdiocese. Mention should also be made of the Catholic Woman's Club. In practically every church will be found a Holy Name Society, a League of the Sacred Heart, a Conference of St. Vincent de Paul, altar and sanctuary societies and sodalities of the Blessed Virgin for males and females, young and old. The Total Abstinence Society has branches in many parishes. It is impossible in this place to enumerate all the organizations through which Catholic religious enterprise expresses itself at the present moment, but the foregoing brief list will give some idea of the variety and importance of the work of the church in recent years.²

In this connection it may be of interest to append an outline of the history of the St. Louis Cathedral. The present structure is the third which has stood upon the site. In 1718 Bienville erected the first of these buildings. It was a rude structure of boards, roofed with "latanier" (palmetto). Père Charlevoix, in his description of the infant city, penned in 1722, refers to it as "half of a sorry storehouse, which they agreed to lend to the Lord of the place, but when He had taken possession thereof they turned Him out to dwell under a tent." This primitive structure was blown down in the hurricane which swept over the city in the following year. In 1725 Bienville built the second church, a substantial brick edifice, which defied the wind and the rain for sixty-four years, and was then destroyed by fire in the great conflagration of Good Friday, March 23, 1788, whereby nearly the entire city was destroyed. The disaster was so general that for a time it seemed impossible to raise funds with which to rebuild the church. It was at this juncture that Don Andrés Almonester y Rojas, a local magnate, member of the Cabildo,

² I am indebted to the Morning Star, April 6, 1918, for much of the material incorporated in the foregoing account, which has been courteously revised and corrected by Miss Marie L. Points.

offered to rebuild it at his own expense, on the sole condition that, when he died, a mass should be offered once a week in perpetuity for the repose of his soul. The work was executed at a cost of \$50,000. The cornerstone of the new church was laid in 1789 and the building was completed in 1794. The institution of the bishopric of New Orleans, in 1793, carried with it the elevation of the church to cathedral rank. While awaiting the arrival of the new bishop, the Rt. Rev. Luis Peñalver y Cárdenas, the building was dedicated.

An interesting account of the building of the cathedral is preserved in the archives of the cathedral, from which it appears that Don Andrés not only erected the cathedral, but also the chapel of the convent of the Ursuline nuns, a school for young girls, the Charity Hospital and its chapel, and gave ground to serve as a site for a leper's home, that terrible disease being then very prevalent in the city. "A fire having destroyed the parochial church on the 21st of March, 1788, the grief of the people made him conceive the vast project—worthy of his great heart—of rebuilding this sanctuary at his own expense. The edifice was begun in March, 1789, and in spite of a thousand obstacles, Don Almonester succeeded within five years in giving it the perfection grandeur, solidity and beauty which we now admire. Finally, the parish being unable, through lack of funds, to decorate the interior in a manner worthy of a cathedral, he took upon himself the expense of building a gallery on each side of the nave and providing a beautiful balustrade for the choir, together with a main altar, on which the workmen were engaged when on the 8th of December another terrible fire broke out and destroyed the temporary chapel. The blessed sacrament was hastily carried to the convent of the Ursulines, and the ornamentation of the main altar was hastily completed to receive our Lord, so that the people might with the more facility assist at the performance of the mass. The new edifice was blessed on the day and in the year mentioned [December 23, 1794—the date of the entry from which the present quotation is taken] in the presence of the ecclesiastical and civil authorities of this city. At the opening of the ceremony our illustrious benefactor presented the keys of the church to the governor, who then handed them over to me [Joaquin de Portilla—who wrote and signed the record]. Immediately afterwards Don Patricio Walsh, an Irish priest, chaplain of the Royal Hospital, foreign vicar, ecclesiastical judge of the province for the bishop of Havana (the bishop of Louisiana not having yet taken possession) blessed the church. The holy sacrifice of the mass followed the blessing, and these magnificent ceremonies filled with joy the hearts of all the faithful. The next day, December 24, the clergy assembled in the monastery of the Ursulines, to which the blessed sacrament had been carried after the fire of December 8. The governor with all the notable personages of the city also met therein. A procession was formed and the blessed sacrament was carried with the greatest solemnity to the new church, in which I sang the first mass and preached the first sermon today. After the benediction of the blessed sacrament the ceremony was closed by the chanting of the *Te Deum* for the greater glory of God, and this was followed by loud salutes of artillery. It is, then, just that the people and the ministers of the church should render perpetual gratitude to the illustrious and noble benefactor, Don Andrés Almonester y Rojas,

and it is to prevent his works from falling into oblivion that I mention his name here *ad perpetuam Dei memoriam*."³

The liberality of the builder was recognized by the Spanish king, who in letters patent dated August 14, 1794, conferred on Don Andrés the right to occupy the second most prominent seat in the church, immediately after that of the Intendent of the province, who was the vice-royal patron. He was also to receive the kiss of peace during the celebration of mass. Don Andrés died in 1798 and was interred before one of the side altars of the stately edifice which his generosity had erected. In the restoration undertaken in the middle of the last century, this grave was covered by a new floor and the present gravestone, with its long Spanish inscription, was laid. Only recently the original tablet was discovered. This has been removed to a place in the State Museum, where it may be seen today. The memory of the pious founder is recalled every Saturday, when the bells of the cathedral ring to remind all hearers to join in supplications for the repose of the good man's soul. Just as the marriage of Don Andrés to the accomplished Louise de la Ronde had been celebrated in the old church destroyed in 1788, so, in the early part of the following century, their daughter, Micaela, was joined in matrimony in the new building to Baron Pontalba.

In 1850 the collapse of a tower led to extensive restorations, in the course of which it seems very likely that the whole church was remodeled and enlarged. It was at that time that the present facade was built. In 1892, in conjunction with the celebration of the centennial of its foundation, Archbishop Janssens caused the cathedral to be repaired. The interior was then frescoed elaborately by Humbrecht. The celebration of the centennial took place with great pomp, the governor of the state and many civic and military dignitaries attending. There were present also Cardinal Gibbons, eight archbishops, thirty-two bishops and 400 priests, representing the various archdioceses and dioceses carved out of the ancient area of the Bishproic of Louisiana. On April 25, 1909, some miscreant placed a dynamite bomb in the cathedral, and the resulting explosion not only shattered the window glass, but the galleries were badly injured. Only by a species of miracle did the venerable edifice survive this dastardly outrage. Through the efforts of Father Laval, then rector of the cathedral, a fund was raised and the damage was repaired. It is possible that the injuries then inflicted, coupled with the effects of the great hurricane of September, 1915, as well as the changes in the water level of the city resulting from the installation of the new drainage system, were responsible for the collapse of the foundation in 1916. An examination of the building then showed that it was unsafe. After the Easter services in that year Archbishop Blenk was compelled to close the venerable building. Steps were at once taken to raise money with which to restore it; but the campaign was unsuccessful, and the strenuous labor connected with it, as well as the disappointment in which it resulted, are believed to have hastened the end of the beloved prelate. Happily, at this juncture an anonymous benefactor appeared and offered to pay for the restorations that had become necessary. This offer was accepted. Under the direction of the Very Rev. Jules B. Jeanmard, then in charge of the affairs of the diocese, the

³ Quoted in Chambon, "In and Around the Old St. Louis Cathedral of New Orleans," 39-42.

work was pushed rapidly to a conclusion, and a twelvemonth later the building was pronounced fit for use.

The cathedral was for many years the center of the life of the community. Either in the existing building or in the other structures which have adorned the site, all the long line of French and Spanish governors have worshipped. There Unzaga, Galvez, Miro, Carondelet and Gayoso de Lemos were married. In the present building was celebrated the *Te Deum* for the victory of Jackson over the British in 1815. Here worshipped the French prince who afterwards became King Louis Philippe of France; his brother, the Duc de Montpensier; the Count de Beaujolais, the Marquis de Lafayette and Emperor Pedro II of Brazil, who, with his consort and his grandson, the Comte d'Eu, visited New Orleans in 1876. Cardinals Gibbons, Satolli, Martinelli and Falconio have pontificated at its altar. Within its walls have been consecrated nearly all the bishops and archbishops who have ruled the See; and Bishop Portier of Mobile; Bishops Martin, Durier and Van Der Ven of Natchitoches (now Alexandria) Bishop Heslin of Natchez; Bishops Rouzel and Laval, auxiliary bishops of New Orleans, and Archbishop Bernada of Santiago de Cuba. Within the sanctuary lie buried Archbishops Blanc, Odin, Perché, Leray, Janssens, Chapelle and Blenk, and Bishops de Neckeré and Rouzel. Besides Don Andrés Almonestery Rojas, Philip de Marigny and several other members of the Marigny family, long prominent in the city, are also interred within the sacred precincts.*

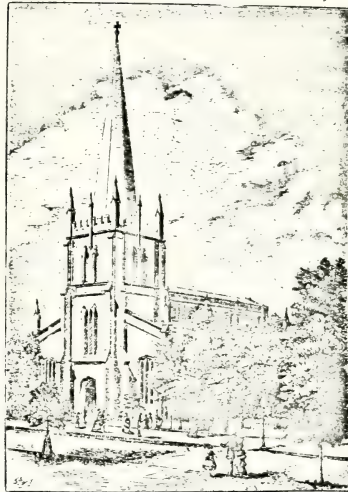
The other principal Catholic churches in the city, with the dates of their foundation, are: Church of the Immaculate Conception (Jesuits'), 1848; St. Alphonsus' Church, 1858; St. Patrick's Church, 1833 (present structure, 1837); St. Mary's Assumption Church, 1845; St. Joseph's Church, 1841 (present structure begun 1871); Church of Notre Dame de Bon Secours, 1858; Church of the Annunciation, 1846; Church of St. Vincent de Paul, 1839; St. Teresa's Church, 1850; Church of the Holy Name of Jesus, 1892 (present structure 1919); Church of Holy Name of Mary, 1859; Holy Trinity Church, 1870; Church of the Mater Dolorosa, 1874; Church of the Nativity, 1899; St. Stephen's Church, 1849 (present structure, 1851); Ursuline Chapel, on Ursuline Street, 1829; St. Cecelia's Church, 1896; St. Augustine's Church, 1841; Church of the Sacred Heart of Jesus, 1874; Church of St. Anthony of Padua, 1822; Church of Our Lady of Good Counsel, 1887; Church of Our Lady of the Sacred Heart, 1871; St. Boniface's Church, 1869; St. Francis de Sales Church, 1873; St. Henry's Church, 1856; St. John the Baptist Church, 1851 (present edifice, 1869); St. Mary's Church, on Chartres Street, 1835; St. Maurice's Church, 1844; St. Michael's Church, 1872; St. Peter's and St. Paul's, 1849 (present structure, 1861); St. Rose de Lima Church, 1859; St. Roch's Chapel, 1871.

There is record of the settlement in New Orleans of "a number of Protestants" in 1793.⁵ The first Protestant church, however, was not established till 1805. This was Christ Church. Some account of the circumstances connected with the organization of this church has been given elsewhere in this volume. Protestant services were held for the first time in its history on Sunday, July 15, 1805. The story of Protest-

* Picayune, June 15, 1913.

⁵ Rightor's "History of New Orleans," 483.

ant missionary enterprise in Louisiana, however, considerably antedates that event. The honor of having sent the first Protestant preachers into what is now the State of Louisiana is disputed by the Baptist and the Methodist Episcopal churches. The former claims that the Rev. Joseph Willis, a mulatto and native of South Carolina, preached at Vermillionville as early as 1798. But on account of the prejudice excited by his color he was able to remain but a short time in the colony. About the time of the transfer of Louisiana to the United States he returned and was successful in establishing a church at Bayou Chicot, in what is now the Parish of St. Landry. There is nothing to show that he or any other Baptist clergyman visited New Orleans at this early date. The first Methodist preacher in Louisiana was the eccentric Lorenzo Dow, who



CHRIST CHURCH ON CANAL STREET

paid a visit to Northern Louisiana between 1803 and 1804, and according to his own report preached at various points in the Attakapas. The conference of 1804 appointed the Rev. E. W. Bowman to Opelousas and the Revs. Nathan Barnes and Thomas Lasley to the Natchez district. Bowman, on his way to his appointment, passed through New Orleans and made an unsuccessful effort to organize a church in this city. The number of Protestants was, however, too small and their divisions into sects too definite to permit him to carry out his intention. He appears to have been kindly received by the inhabitants and even to have been entertained at the homes of Catholic citizens.⁶ The Protestants in New Orleans, however, increased in number rapidly after the cession, and early in 1805 met for worship at a private residence. A vote was taken as to which congregation they should affiliate on June 16, 1805, and

⁶ Fortier, "Louisiana," II, 332.

a majority decided in favor of the Episcopalian. This was the beginning of Christ Church. The first rector, Rev. Philander Chase, served from 1805 to 1811. There was then an interval when the congregation was without a pastor. In 1814 the Rev. James Hull of Belfast, Ireland, accepted the charge. The work of raising funds for a house of worship was undertaken by this worthy man, and a building was erected in 1816 on Canal Street, at the corner of Bourbon. Mr. Hull died in 1833; a few months after his death the church was sold and demolished and the building of a new and larger building, made necessary by the continued growth of the congregation, was undertaken at the corner of Canal and Dauphine, on a site donated for the purpose by the municipality. This building cost \$50,000. It remained in use till 1886, when the encroachments of business upon the neighborhood made a further removal desirable. The building was sold and demolished. The congregation in 1887 occupied its present home on St. Charles Avenue, corner of Sixth, which is also used as the pro-Cathedral. Christ Church has had a long line of distinguished rectors, among them the Rev. J. A. Fox, who served till 1835; Rev. J. T. Wheat, 1835-1837; Rev. N. S. Wheaton, 1837-1844; Rev. F. L. Hawks, 1844-1849; Rev. Edmund Neville, 1849-1851; Rev. William T. Leacock, 1851-1861, 1864-1886; Rev. A. I. Drysdale, 1882-1886; Rev. Davis Sessums, 1887-1891. Recent rectors have been the Revs. Quincy Ewing, F. I. Paradise, F. H. Coyle, W. W. Howe and Charles D. Wells.⁷

Christ Church is, in reality, the mother-church of Protestantism in New Orleans. When the Presbyterians felt strong enough to have a church of their own, they left the congregation. Mr. Hull, who was then the rector, contributed \$300 out of his salary of \$1,200 to help build the First Presbyterian Church. In Christ Church, the French Protestants also worshipped for a time. It is also, in large measure, the mother-church of the Episcopalian diocese of Louisiana. The second Episcopalian Church in Louisiana was consecrated in 1828 at St. Francisville by Bishop Kemper, the first missionary bishop in America. On January 8, 1830, Bishop Brownwell, of Connecticut, arrived in New Orleans on the steamer "Tigress." He consecrated the little octagonal church on January 10, and on the following Sunday the first confirmation was held, with sixty-four candidates, all adults. In the same month the first convention was held, Christ Church being represented by Mr. Hull, and Grace Church, St. Francisville, by Mr. Bowman. It was at this convention that it was proposed to form a southwestern diocese, to consist of the states of Louisiana, Mississippi and Alabama. This idea took shape when the Rev. Leonidas Polk, rector of St. Peter's Church, Columbia, Tennessee, was elected by the general convention missionary bishop of Arkansas; and the First Diocesan Council of Louisiana, meeting in Christ Church on January 16, 1838, by resolution placed the diocese under his full episcopal charge.⁸ Bishop Polk accepted, and began his duties March 18, 1839. His administration was very successful. Churches were erected in many towns, and the number of communicants showed a steady increase. Bishop Polk accepted a commission in the Confederate army on April 28, 1861, and was killed at Pine Mountain, June 13, 1864. The four years of the Civil war were years

⁷ Picayune, November 19, 1905; Rightor, New Orleans, 496.

⁸ Picayune, November 19, 1905.

of great disaster to the Episcopalian Church in Louisiana. Only twenty-six church buildings remained intact in the state when the war ended, and services were regularly conducted in but twenty-two.

In May, 1866, the Rev. Joseph Pere Bell Wilmer was elected second bishop of Louisiana. His administration lasted till 1874. During this time he doubled the number of churches in the diocese, and more than doubled the number of clergymen. The council of 1879 elected Rev. John Nicholas Galleher to be his successor. At that time Doctor Galleher was serving as rector of Trinity Church. His health failed within a short time, and it became necessary to provide him with an assistant. In June, 1891, Rev. Davis Sessums, rector of Trinity, was consecrated assistant bishop, and when in the following December, Bishop Wilmer laid down his pastoral staff forever, Bishop Sessums was chosen to be his successor. He still continues at the head of the diocese.

After Christ Church, the Episcopalian churches in New Orleans historically most important are: Trinity, the Free Church of the Annunciation, St. Anna's, St. George's, St. Pauls, St. John's, and Grace Church. Trinity Church stands on Jackson Avenue, at the corner of Coliseum Street. It was founded in 1847, with six communicants, and the Rev. Mr. Ranney in charge. The parish was incorporated in the same year. Mr. Ranney resigned within a few months, and his work was carried on by Mr. Charles P. Clark, licensed as a lay reader. Mr. Clark was instrumental in collecting sufficient funds to purchase the three lots at the corner of Second and Oak streets, on which the first church was erected. The first vestrymen were W. M. Goodrich, Ferdinand Rodeald, C. P. Clark, A. P. Phelps, W. M. Vaught, J. F. Thorpe, and Daniel Dewees. The parish was admitted into the union May 3, 1848. The first rector was the Rev. Alexander Dobbs. In 1851 the site of the present church was purchased, and the present edifice was occupied in April of the following year. The other rectors of the church have been: Rev. O. Flagg, 1853-1854; Rev. Henry M. Pierce, June-December, 1854; Leonidas Polk, 1855-1860; Rev. Fletcher J. Hawley, 1860-1862; Rev. L. Y. Jessup, 1862-1864; Rev. Anthony Vallas, April-September, 1864; Rev. John Percival, 1864-1865; Rev. J. W. Beckwith, 1865-1868; Rev. J. N. Galleher, 1868-1871; Rev. S. S. Harris, 1871-1875; Rev. Hugh Miller Thompson, 1876-1883; Rev. R. A. Holland, 1883-1886; Rev. R. H. McKim, 1886-1888; Rev. W. A. Snively, 1889-1892; Rev. C. C. Kramer, 1892; Rev. Thomas F. Gailor, Rev. C. Hains, and Rev. Wm. Cross, 1893; Rev. Beverly Warner, 1893-1910; Rev. R. S. Copeland, 1910.

The Free Church of the Annunciation was incorporated by an act of the Louisiana State Legislature March 25, 1844. An election of vestrymen held July 31, 1844, at the office of Thomas Sloo, corner Hevia and St. Charles streets, was the first step towards the organization of the church. The first vestrymen were: Thomas Sloo, Jr., E. W. Briggs, Benjamin Lowndes, W. S. Brown, Joseph Callender, C. B. Black, and J. P. McMillan. In 1844 Rev. Nathaniel Ogden Preston was elected first rector. The first services were held in a room "16 by 80 feet, being part of the building known as a soap factory, on the corner of Race and Pacanier (Chippewa) streets." In 1845 the church gave its adhesion to the diocese, and Benjamin Lowndes was elected its first delegate to the diocesan convention. In the same year part of the lots on the corner of Range and Chippewa streets were purchased by Paul Tulane, and plans were adopted for a Gothic church to cost \$8,250. The church

was completed in March, 1846. In 1855 Mr. Preston resigned, and was succeeded as rector by Rev. Charles F. Rodenstein, in 1855, as temporary appointee, and in 1856, as rector. During his term the church was made a free church with the object of making it a missionary church. On April 19, 1858, the edifice was destroyed by fire. It was decided to remove to a new site before building again. The present location at the corner of Camp and Race was selected, and purchased in 1860 for \$6,500, cash. The outbreak of the Civil war, however, occasioned a long period of inactivity in the parish, and it was not till 1866 that the project of building was revived. In the meantime, the parish, after having practically disappeared during the war, had been revived through the efforts of Mrs. W. S. Brown. The first services held after the war were celebrated in the building in the rear of the Methodist Church on the corner of Felicity and Chestnut streets. In 1865 the Rev. John Percival was called to the rectorship, and the congregation began worshipping in an old blacksmith shop, on Prytania Street, near Jackson. In 1866, however, better quarters were secured by the purchase of the Methodist school building on Chestnut Street. This building was subsequently moved to the lots owned by the congregation on Camp and Race. The present structure was erected there in 1873 at a cost of \$13,450. After the death of Doctor Percival, the church was served by Revs. J. B. Whaling, John T. Foster, and Frank Poole Johnson.

St. Anna's Church, on Esplanade Avenue, between Marais and Villeré, was erected in 1869 at a cost of \$100,000, donated by Dr. W. N. Mercer. The original edifice was burned in 1876 and replaced by the present edifice. St. George's Church, situated on St. Charles Avenue and Cadiz Street, was formed by the union of Emanuel and St. Mark's churches, in 1864. The first church building stood at the corner of Pitt and Napoleon avenues. The present church dates from 1899. Among the rectors have been Rev. H. C. Duncan, 1864-1875; Rev. B. T. H. Maycock, 1875-1877; Rev. George R. Upton, 1877-1882; Rev. John Philson, S. M. Wiggins, A. Kenny Hall, A. J. Tardy, Doctor Knapp and J. W.-Moore. St. Paul's Church owes its existence to the Rev. J. T. Wheat. Appointed a missionary to the upper portion of New Orleans in 1835, he succeeded in bringing about the organization of St. Paul's in the following year. The congregation first worshipped in a school building on Tivoli (Lee) Circle. Later, a warehouse on Julia Street was utilized for the purpose, and still later, a building on Camp Street. The first vestrymen were John Messinger, J. H. B. Morton, Augustin Slaughter, John G. Grayson, and Thomas N. Morgan. The subscription to build a church was started in 1837, and the amount of \$40,000 had been pledged, when the financial panic of that year put an end to the project, some of the heaviest subscribers being bankrupted, and unable to meet their engagements. In the following year Mr. Goodrich revived the plan, and in 1839 a permanent edifice was completed at the corner of Camp and Batholemew streets. The need for a new building was so strongly felt by 1853 that steps were taken to erect a church on the site where the present church stands. The building occupied in the following year was, however, burned in 1891; when the handsome granite structure now used by the congregation was built. During the Civil war Rev. Elijah Guion was in charge of the church. He was succeeded in 1868 by Rev. William F. Adams, afterwards bishop of New Mexico and Arizona, who resigned a few years later, and was replaced by the

Rev. H. H. Waters. Doctor Waters' long service as rector was the most important feature of the history of this church.

St. John's Church, which dates from 1871, was established at the corner of Third and Annunciation.. Its first rector was the Rev. Dr. Harrison. Grace Church dates from 1886. Trinity Chapel, an off-shoot of St. Paul's and of Trinity, came into existence in 1870. In 1884 the property was made over to the bishop of the diocese, and in the following year the Rev. A. Gordon Bakewell took charge. His long connection with this church was terminated in 1920, when he died at a very advanced age.

The second Protestant church to secure a foothold in New Orleans was the Baptist. The church had already established itself in Louisiana—at Franklin, in St. Mary's Parish, in 1812, and at Bayou Boeuf, in 1816. In 1817 the Rev. James Reynoldson was sent to New Orleans as a missionary by the Home Mission Board of the Baptist Triennial Convention. He was welcomed by Cornelius Paulding, a merchant who had settled in New Orleans in 1813, and who was a Baptist. He preached and taught school in the "long room" of Mr. Paulding's home, on Dorsière Street, between Canal and Customhouse. He succeeded in organizing a church, over which the Rev. Mr. Davis was called to preside in 1820. Davis baptized the first additions to the church in the Mississippi, in front of the Customhouse, in the presence of a large crowd, many of whom had never witnessed before a ceremony of this description. At this time the church numbered forty-eight members, of whom sixteen were white. After his departure the congregation dispersed. It was not until 1826, when the Rev. William Rondeau, of England, took charge, that the scattered members were collected and the church re-organized. Mr. Rondeau also removed at the end of a year. During his short ministry he baptized two new members. In 1833 Mr. Paulding built a church for the congregation on St. Charles Street, on the site now occupied by the Soulé Commercial College. Here the Rev. Pharellus Church officiated as pastor in 1834 and 1835. After his departure, except for the labors of the Rev. P. W. Robert, of South Carolina, who spent a short time in the City of Lafayette (now the Fourth District), the Baptist Church seems to have virtually disappeared from New Orleans.

In 1842, however, the Missionary Board of the Triennial Conference sent the Rev. Russell Holman, of Kentucky, to New Orleans. He was a missionary, but found time to gather together the scattered members and for two years he held services in the upper story of a building at "66" Julia Street, between Magazine and Camp streets. In 1843, while some visiting ministers were present in the city, a presbytery of Baptist elders met on December 28 and re-organized the church with ten members. In April, 1844, the church was strong enough to feel justified in calling the Rev. Isaac T. Hinton, of St. Louis, to serve as pastor. Mr. Hinton arrived in January, 1845. During his pastorate the church was incorporated (March 5, 1845). Funds were also collected with which to erect a church. Three lots were purchased on St. Charles Street, between Julia and St. Joseph. A building was erected thereon in 1846 at a cost of \$4,000. The membership rose to 122. In 1847 Mr. Hinton fell a victim of the yellow fever. He was succeeded by the Rev. T. G. Freeman, who served only a few months in 1848; Rev. Charles Raymond, from May, 1848, to December, 1849; Rev. Serano Taylor, from Feb-

ruary, 1850, to April, 1851. Mr. Paulding died in 1851, leaving directions that the St. Charles Street building should be sold and the proceeds presented to a new congregation which he hoped would be formed in order to receive the legacy. This led to a re-organization of the church, and the sale of the St. Charles Street Church as a result of litigation under the sheriff's hammer. The property was bought by Judah Touro for \$9,000, which was two-thirds of the appraisement.

The congregation worshipped in a room in the Carrollton Railroad depot, at the corner of Baronne and Perdido streets, in 1853 and 1854, with the Rev. W. C. Duncan as pastor. The total membership was now 181, less losses by death or removal of seventy-five or eighty. On June 21, 1854, nine members asked for letters of dismissal, in order to organize the Coliseum Place Baptist Church, of which Mr. Duncan became pastor. The congregation of the First Church worshipped with the Coliseum Place congregation from this date till 1860. In that year it resumed its separate existence, occupying rented quarters in the Bible House, on Camp Street, near Girod. The ministers were, in 1860, Rev. Alex Sutherland and Rev. D. R. Haynes. In July, 1861, it purchased the old Lafayette High School, at the corner of Magazine and Second streets, and fitted this up as a church; but the breaking out of the Civil war affected the congregation very injuriously and in 1862 not more than twenty members remained enrolled. In 1863 this little group of faithful was re-enforced by a small contingent from the Coliseum Baptist Church and the Rev. J. C. Carpenter was called to the pastorate. Under him it increased largely. At his departure in 1870, the Rev. J. M. Lewis took charge. From 1873 to 1878 there was no regular pastor. The Rev. M. C. Cole then took charge, since whose time the succession of pastors has been regular and admirable. In 1892 the church was destroyed by fire. A disused theater on Magazine Street, near Washington Avenue, was purchased and served as a home for the congregation till 1908, when the handsome new church at the corner of St. Charles Avenue and Delachaise Street, erected largely through the exertions of the Rev. C. V. Edwards (who became pastor in 1899 and served nearly ten years), was ready for occupancy.⁹

The Coliseum Place Baptist Church, as above stated, was organized in 1854 as an offshoot of the First Church. The building was completed and occupied in that year. It was displaced by a larger and more elegant edifice, completed in 1873. Among the early pastors were the Revs. E. G. Taylor, N. W. Wilson, J. B. Lowry, S. Landrum, B. W. Bussey, and D. G. Whittingill.

The Valance Street Baptist Church, at the corner of Valance and Magazine streets, was organized in 1885, through the exertions of the Rev. C. F. Gregory.

The Presbyterians established themselves in New Orleans in 1817. There were members of this faith in the city at a much earlier date. At the time of the organization of Christ Church, in 1805, there is record of seven Presbyterians who voted in the election which decided the affiliation of that institution. The Connecticut Missionary Society sent the Rev. Elias Cornelius on a missionary journey through the Southwest, with special instructions to visit New Orleans. He arrived in the city on December 30, 1817. On January 22, 1818, he was joined by

⁹ J. L. Furman in Picayune, July 7, 1904.

the Rev. Sylvester Larned, and their labors paved the way for the establishment of the First Presbyterian Church, the corner stone of which was laid on January 8, 1819. The building cost \$70,000 and was located on St. Charles Street, between Gravier and Union, where the municipality provided a site. It was dedicated on July 4, 1819, and used as a place of worship till 1853, when it was burned, in the conflagration which included the St. Charles Hotel and many other important buildings in, the new part of the city. The first pastor was the Rev. Mr. Larned, but his death after only a few months of labor, caused the Rev. Theodore Clapp, of Massachusetts, to be called to the vacant pastorate. It is perhaps incorrect to refer to Mr. Larned as pastor of this church. His work was strictly that of a missionary. There is no record of his having organized a church after the Presbyterian canons, and he was never installed into the pastoral relations by ecclesiastical authority.¹⁰ He did, however, gather a congregation and build their place of worship. His death took place in his twenty-fourth year, as a result of yellow fever. A period of eighteen months elapsed between his death and the arrival in the city of his successor, the Rev. Theodore Clapp, of Massachusetts. On finding that the church was in debt to the extent of \$45,000, Clapp made its liquidation a condition of his acceptance; and this amount was paid off by a rather dubious expedient. The trustees obtained from the State Legislature a concession for a lottery, which they sold to Yates & McIntyre, a New York firm, for \$25,000. The remaining \$20,000 was obtained by selling the property to Judah Touro, who owned it till its destruction by fire, allowing the pew rents to be collected and used to support the minister. Touro was a personal friend and frequent benefactor of Mr. Clapp's.

The First Church was organized on November 23, 1823, with twenty-four members, of whom nine were men. Mr. Clapp's ministry was a troubled one. As early as 1824 he began to entertain doubts as to certain fundamental Presbyterian doctrines, and in 1830 he felt obliged to ask from the Presbytery of Mississippi a letter of dismissal to the Hampshire County Association of Congregational ministers of Massachusetts. This request was refused on the ground that Mr. Clapp could not be dismissed as in good and regular standing in the Presbyterian Church, when, as a matter of fact, his own declarations showed that he was not such. Instead, he was declared no longer a member of the Presbytery, nor a Presbyterian clergyman, nor a member of the Presbyterian Church. A letter to this effect was sent to the First Church, but no action was taken on it until January, 1831. The various proceedings which this celebrated cause involved continued over till the following year, and resulted in January, 1833, in the ejection of Mr. Clapp from the Presbyterian Church. He had, however, endeared himself to a great many of his congregation, and they followed him into the new fields of usefulness which he traversed during the remainder of a long life in New Orleans.

Only nine members of the First Church remained to carry it on. They found themselves without a church building. The Rev. John Parker, who was in the city in the service of the American Home Mission Society, was appointed stated supply, and under his guidance, in January, 1833, the task of rebuilding the church was begun. Doctor Par-

¹⁰ Times-Democrat, August 7, 1882.

ker figured in a religious upheaval almost as sensational as Mr. Clapp's. While on a tour of the North, with the intention of raising funds for building a new church, he made an address on the religious conditions in New Orleans, which was garbled in the newspapers reporting it, and these inaccurate statements were fiercely resented in New Orleans. The luckless clergyman was burned in effigy, and the mayor of the city sent a message to the congregation advising "that priest" not to return to the city. Feeling ran so high that on his return Doctor Parker had to be landed below the city and make his way to his home by land, over a route where he was not expected. His congregation, however, stood staunchly by him, and together they weathered a storm which threatened for a time to wreck the existence of the church.¹¹

The congregation worshipped in 1833 and 1834 in a warehouse on Lafayette Square, and in 1835 in a room on Julia Street. In 1835 a handsome church was completed on Lafayette Square. This building was burned in 1854. The present building was erected in 1857 at a cost of \$87,000. Early pastors were: Dr. John Breckenridge, 1839-1841; Dr. W. A. Scott, 1843-1854; Dr. B. M. Palmer, 1856-1902. Doctor Palmer's long ministry was the most brilliant page in the history of Presbyterianism in Louisiana. His impressive eloquence and lofty character made him an important figure in every circle of civil life. His death was the occasion of a remarkable demonstration of honor and affection, in which many other congregations besides his own took part. The First Church was almost completely destroyed in the hurricane of 1915, but was restored at an expense of nearly \$100,000 with only slight modifications in the original design.

In 1840 the congregation of the First Presbyterian Church sent the Rev. Jerome Twichell as a missionary to the suburban City of Lafayette. The result of his labors was the organization there of the Lafayette Presbyterian Church. The original church stood on Fulton, between St. Andrew and Tchoupitoulas streets. In 1860 this church was burned, and in 1867 the congregation took possession of a building on Magazine Street, near Jackson Avenue. The Rev. T. R. Markham, who was pastor here from 1857 to 1894, was one of the most distinguished figures in the Protestant ministry in the South. He was followed by the Rev. S. C. Byrd, and upon his death in 1894, by the Rev. John T. Barr. Under Mr. Barr major part of the congregation withdrew from the Presbyterian Church, South, and united itself with the northern wing of the church.

The Second Presbyterian Church was incorporated in 1845 and disbanded at the close of the Civil war. The Prytania Street Presbyterian Church was founded in 1846 as a result of an independent movement, developing out of a Sunday School started in the upper part of the city by a little group of earnest churchmen. In that year lots were purchased at the corner of Prytania and Josephine streets and a small frame building was erected at a cost of \$1,342. Afterwards this edifice was used as a lecture room. Rev. E. R. Beadle, brought to New Orleans by the First Church, as a city missionary, was identified with this movement from its beginning. On May 31, 1846, the church was organized by the New Orleans Presbytery, with twelve members. Its pastors have been the Rev. E. R. Beadle, Rev. Isaac Henderson, Rev. Benjamin Wayne, Rev. W. F. V. Bartlett, all of whom served for short period only ;

¹¹ Ibid.

Rev. R. Q. Mallard, who was pastor from 1866 to 1878; Rev. James H. Nall, who served from 1879 to 1884; Rev. F. L. Ferguson, 1884 to 1890; Dr. J. W. Walden, 1892 to 1896, and Rev. Wm. McF. Alexander, from 1899 to the present time. The present handsome church was built on the site of the original building in 1901.¹²

The Third Presbyterian Church, now housed in a handsome building overlooking Washington Square, came into existence in March, 1847, as the result of a Sunday School established in the Third District by certain members of the First Church. The present building was erected in 1860.

Through the agency of a general committee on domestic missions, chapels were erected on Canal Street, corner of Franklin; on Thalia Street, corner of Franklin; in Jefferson City and in Carrollton. As early as 1845 the Rev. Noah F. Packard preached in the Canal Street Chapel. Out of his work arose, in 1847, the Fourth Presbyterian Church, now known as the Canal Street Church. This church stood originally at the corner of Gasquet and Liberty, but in May, 1871, this building was sold, and the congregation removed to a new building on Canal Street, corner of Derbigny. An attempt to organize a church in the Thalia Street Chapel was made as early as 1853, but was not completed, and an irregular organization only was maintained there down to 1860, when a church was formally established. The congregation erected a handsome church at the corner of Franklin and Euterpe streets. This church is now known as the Memorial Presbyterian Church. In the Bouligny Chapel, in Jefferson City, a mission was conducted from 1850 to 1860, when the Rev. Benjamin Wayne began to preach there regularly. The result of his labors was the organization of the Napoleon Avenue Church, in May, 1861. The church occupied a handsome brick building on that street in 1873. A few years ago this property was sold, and the present stately edifice, at the corner of St. Charles and Napoleon avenues, was occupied. The Carrollton Church was organized in 1855 but went out of existence in 1866, and was not revived till many years later, when it grew rapidly into the flourishing organization that now supports a commodious building on Hampson Street, corner of Burdette.

In connection with the Presbyterian work in New Orleans two German churches have grown up. The First German Presbyterian Church is an offshoot of the Prytania Street Presbyterian Church, and was incorporated April 5, 1854. The Second German Presbyterian Church was established May 24, 1863. The Rev. T. O. Koelle became pastor there in 1869 and continued to serve the congregation for thirty-five years. Early in his ministry the present handsome church was erected at the corner of Claiborne and Adams streets, at a cost of over \$9,000. It was dedicated March 24, 1872.

The First Methodist Church, which now occupies a commanding site on St. Charles Avenue, just above Lee Circle, has a long and eventful history. It represents the achievement of twenty years of missionary effort on the part of the brilliant men who first introduced Methodism into New Orleans. Strenuous, but futile, efforts were made to establish a Methodist Church in New Orleans between 1805 and 1813 by the Rev. William Williams, who was appointed to the work in New Orleans by the Mississippi Conference. No tangible result of his labors, nor of

¹²Picayune, September 28, 1913.

those of the Rev. Miles Harper, who was his co-laborer here in 1812, were seen until 1825, when a little congregation of twenty-five Methodists was formed, and met for worship on the second floor of a warehouse belonging to James A. Ross, in Poydras Street. Subsequently, services were conducted in a small frame building in Gravier Street, but it was not long thereafter that a permanent building was erected, at the corner of Poydras and Carondelet streets. This building was occupied till 1851, when it was destroyed by fire. Deprived by this calamity of a place of worship, the members found refuge in the depot of the Carrollton Railroad Company, on Baronne Street. Here they remained for two years. But in 1852 the Rev. J. C. Keener (afterwards bishop) was appointed pastor, and set to work energetically to collect funds with which to erect a new building. The Carondelet Street Methodist Church, for many years one of the landmarks of the city was, however, completed by his successor, Rev. J. B. Walker. The building of the church was a slow and expensive affair. Through some defect of construction, the walls spread shortly after the roof was put in place, and the structure collapsed; but the basement escaped unharmed, and there the congregation worshipped until the main structure was ready for occupancy. Doctor Walker, by a special dispensation, based on the idea that it was necessary to become acclimated in New Orleans, was permitted to remain in charge of the church for nineteen years. His ministry was interrupted, however, for some months in 1862, when his church was taken over by the United States army, and services were held there by Rev., afterwards Bishop, J. C. Newman, for the benefit of the troops. During this brief exile from their home the congregation found shelter in the Unitarian Church, of which the famous Doctor Clapp was then pastor, who placed it at their disposal. In 1905 the old church was sold, and the congregation moved to its present handsome quarters. Among the pastors of the church, since 1873, have been Revs. W. V. Tudor, Doctor Matthews, Felix Hill, C. W. Carter, B. H. Carradine, W. H. LaPrade, J. L. Pierce, E. N. Evans, F. N. Parker, J. H. Davis, J. A. Wray.¹³

Methodism is represented by a large number of important churches in various parts of the city. Space suffices here but to mention a few of the largest. The Moreau Street Church, which stood at the corner of Chartres and Lafayette, was established in 1840, and after half-a-century of usefulness, was, in 1899, sold, and the congregation united itself with that of the Burgundy Street Church. The next church built was in the then suburban town of Algiers, now the Fifth District of the city. It was established in 1844. The church originally bore the name of the Good Hope Chapel, and stood on a site now covered by the waters of the Mississippi. The Felicity Street Church is chronologically the next most important congregation. It was founded in 1850. The first church was erected in that year, and used till 1887, when it was burned and rebuilt. The present structure dates from 1888. It was badly damaged by the hurricane of 1915, and when restored the original design was modified into its present appearance.

The Louisiana Avenue Church, at the corner of Magazine Street, dates from 1854, and was originally located at the corner of Laurel and Toledano. "Laurel and Toledano" was, in 1854, a very remote part of the city, accessible only by the Tchoupitoulas Street line of busses, which

¹³ Times-Democrat, February 23, 1905.

however, ran only as far as Pleasant Street. During the Civil war the little church was seized by the Federal authorities and converted into a negro school and chapel. During the exposition years 1884-1885 the population spread rapidly over this part of the city. The need for a larger structure was apparent, and in 1884 the foundations of a new church were laid, but the work was suspended thereafter till 1891. The present handsome structure was dedicated in 1892. The Dryades Street German Church was organized in 1854, and the Burgundy Street Church in 1866. The Rayne Memorial Methodist Church was established in 1877 under the name of the St. Charles Avenue Methodist Church, but the name was changed at an early date in honor of the benefactor who made possible the erection of the present handsome building. The Carrollton Avenue Church, on the corner of Carrollton Avenue and Elm, was erected in 1885.

An important group of churches in New Orleans bear the name of Luther. The oldest congregation is probably that known as St. Paul's Evangelical Lutheran Church, which traces its history back to the summer of 1840. The first meeting was held in an engine-house on Moreau (Chartres) Street. Those present decided to continue these meetings, and from August 2 in that year services have been conducted regularly every week. The first church of this congregation was erected in 1843 at the corner of Port and Craps (Burgundy) streets. In 1855 it identified itself with the Evangelistic Lutheran Synod of Texas. In 1874 it was transferred to the jurisdiction of the Western Synod or District. The present church dates from 1890. The other churches of this faith are of comparatively recent foundation.¹⁴

The Jewish faith is represented in New Orleans by several important synagogues. The Touro Synagogue dates from 1847 and is one of the largest, most fashionable, and important religious organizations in the city. The present building of this congregation on St. Charles Avenue and Milan, was erected in 1908, at a cost of \$100,000. Temple Sinai, which is likewise the property of a prominent and wealthy congregation, was founded in 1871. Among its rabbis was Dr. J. K. Gutheim, one of the most eloquent and learned men in American Jewry. The Chevre Mikveh Israel Synagogue dates from 1872, the Gates of Prayer Synagogue from 1854, the Right Way Synagogue from 1870.¹⁵

The Congregational Church in New Orleans was established in 1833 as the result of a split in the congregation of the First Presbyterian Church. The Northern Methodists are represented by one congregation formed in 1867. The city contains a large number of other religious organizations, but they have come into existence within the last ten or fifteen years, and for that reason need not be mentioned here.

¹⁴ Times Picayune, August 1, 1915.

¹⁵ See Times Democrat, September 30, 1907.

CHAPTER XLV

THE CARNIVAL, OPERA AND THE DRAMA

The hush of a delicious Southern winter's night lies upon the city. The temperature is neither hot nor cold, warm enough to make the open air pleasant, yet not so warm as to render exercise uncomfortable. The streets are thronged with people, thousands ranging themselves along the sidewalks, while other thousands ramble aimlessly through the thoroughfares, gazing into the windows of brightly illuminated residences, or watching admiringly the electric lights that glitter in long festoons of light overhead, framing every artery of travel in long lines of fire.

Suddenly a rocket cleaves the sky with its long, slender shaft of blazing gold. It breaks on high in a cluster of multicolored stars. Ten thousand eyes follow it in its flight. A half-audible "Ah!" runs through the waiting crowd. The restless throngs pause in their slow motion, eddy a moment, and then fall into line along the curb. They know what is coming and are prepared.

That is the way the Carnival begins. The next day or two will bring Rex to the city, with bands playing and brilliant costumes flashing in the sunshine, and then the night follows with more and dazzling display, and another day brings the gayety to its climax—after which the city subsides into the solemnity and repose of Lent; of its brief period of surpassing splendor nothing remains but a delightful memory. It lasts so short a while, this Carnival, and yet how many men toil throughout the year, how vast the sums of money spent, how much taste and skill and talent go to the creation of these magnificent pageants or the giving of these superb balls! There is no institution so intensely characteristic of New Orleans as the Carnival. All the romance and poetry of the city; all the gayety of its Latin blood; all its craving for light, and beauty, and grace find expression in it. Other American cities have Carnivals, but not such as New Orleans understands by that word; nor is it probable that any other American city will ever evolve anything even remotely resembling this peculiar institution. It is something to which one is born; which is a matter of temperament; which implies a complicated French, Spanish, and American ancestry—something which cannot possibly occur elsewhere.

The observance of Mardi Gras was introduced into the Crescent City in 1827 by some young Louisianians on their return from Paris, whither they had been sent to complete their education. They organized a street procession of maskers, somewhat primitive, no doubt, but sufficient of a novelty in those days to prove a great success. Every year thereafter the experiment was repeated, and each time it grew in popularity. But the celebration was quite different then from what it subsequently became. Each masker provided his own costume, there was no preliminary organization, the participants went for the most part on foot, and the music, if there was such, was hired by private subscription on the part of the various little groups of celebrants. Generally, the festivities came to an end with a ball at the St. Louis Hotel, or the Salle d'Orleans, at which

only the élite of the aristocratic old city was present.¹ Bernard Marigny, who was a typical Creole, is credited with having done much in 1833 to put the celebration upon a permanent footing.²

From these beginnings the evolution of the New Orleans Carnival may be traced along two well-defined lines quite distinct one from the other, though related in their common object. The first is the development of the open-air pageantry which is the chief attraction of the Carnival for visitors to the Crescent City, and the other is the perfecting of the unique system of masked balls which is the main feature of the Carnival for the people of New Orleans. The idea of the peripatetic tableaux was worked out first in Mobile, in 1831, by an organization known as the Cowbellions. New Orleans adopted it in 1837. The second procession took place in 1839, on which occasion the most conspicuous feature was an immense cock, over 6 feet in height, riding in a carriage, and emitting stentorian crows, to the great delight of an appreciative crowd. Nothing more ambitious seems to have been attempted till 1857, when the Carnival, as New Orleans knows it today, came into existence with the organization of the Mystic Krewe of Comus.

Comus, which still exists, the oldest and, probably, the most important socially of the New Orleans Carnival societies, selected as the subject of its first parade Milton's "Paradise Lost." After the parade, a ball was given at the Varieties Theater, in conjunction with which a series of tableaux was presented illustrating such Miltonic themes as "The Diabolic Powers," and "The Expulsion from Paradise." The second of the Carnival organizations was the Twelfth Night Revellers, which came into existence in 1870. It continues to give an annual ball. Two other important organizations are the Knights of Momus and the Krewe of Proteus, the former organized in 1872, the latter in 1882. They, with the Krewe of Comus, always appear on the streets of New Orleans by night, and after a superb parade, entertain on a lavish scale at a ball, formerly at the French Opera House, but since the destruction of the edifice in 1919, at other places, usually the Athenaeum. It is quite probable that these balls are highly-elaborated developments of the Creole "king-parties" of colonial times; a process of merry-making, by which a young man was elected to preside over the dance, and selected his partner, or "queen," and they, jointly, became responsible for the next similar entertainment.

The daytime pageantry is supplied by Rex. The Rex Society is, essentially, the "popular" Carnival organization. It has the largest membership, spends the most money on its parades and balls, and claims a certain pre-eminence in carnival affairs. Its "king" is King of the Carnival; its "queen" is Queen of the Carnival. Rex was organized in January, 1872. The maskers who had filled the streets at Mardi Gras with their gaudy color and mirthful antics, were in that year assembled in one organization for the entertainment of the Russian Grand Duke, Alexis, who was then a visitor to the city. The bond of union thus

¹See the Picayune, February 7, 1910.

²Soulé, "The Carnival in New Orleans." This brochure was printed by the author, who was "king" of the carnival in 1887. Dr. Soulé states that Marigny introduced the carnival into New Orleans in the year mentioned in the text.

formed was sufficiently strong to hold the members in a federation which eventually became the most picturesque of the whole carnival.³

No feature connected with the Carnival is more curious than the mystery which envelops everything connected therewith. So far as the general public knows, the pageants emerge from mystery, wend their brilliant way through the streets and are then received back into the impenetrable darkness and obscurity from which they emerged. To only a few in New Orleans is it given to walk behind the impalpable but nevertheless very real screen which hides the doings of the Carnival organizations from the curious gaze of the outer world. To them the complicated machinery of the Carnival is known, and to them alone. For it is a complicated machinery, far more so than the uninitiated imagine. In that dim region where Rex and Comus and Proteus and all the others hibernate, save for a few hours in the year, there goes on a ceaseless activity, and scores of hands and brains are busy practically from the moment one parade is off the streets till it is time for its successor to appear.

This secrecy extends even to the Carnival balls. The first of these entertainments is given on January 6 by the Twelfth Night Revelers. The last is that of Comus, on Mardi Gras night. The social season is at its height in the city between those two dates. These balls are of two general kinds—those given by the parade organizations and those given by organizations which do not aspire to any more ambitious undertakings. Of the former there are four—Momus, Proteus, Rex and Comus. Rex presents certain differences from the others, differences to which allusion will be made later on in this article. The others are substantially alike. There are seven of the minor organizations—Twelfth Night, to which reference has already been made; Atlanteans, Oberons, Nereus, Mythras, Falstaffians and Olympians. These societies are, for the most part, offshoots of the older and larger organizations, and retain in miniature and with certain modifications their customs and methods.

With the exception of Rex, these balls are private affairs. This point is not very well understood, not merely by strangers in the city, but by the citizens themselves. The societies which give them consider these entertainments to be of the same nature as a banquet, a reception or a dance in some private residence. For this reason there are many restrictions upon the invitations. Each member is allotted a certain number, but he is required to hand in to the invitation committee a list of names of persons to whom he desires them sent, and not until this list has been carefully inspected is it complied with. The total number of invitations is governed by the size of the building in which the ball is to be given. The French Opera House could not accommodate more than 2,500 persons. Since the burning of this hallowed structure, the balls have been given in places capable of housing only a smaller number. It will be readily understood that many people, though socially of the most desirable character, cannot obtain invitations every year to all the balls.

Every year the officers of the Carnival societies are besieged by late applicants, especially by strangers in the city, who, not appreciating the

³ The call for the organization of the maskers on this occasion was published in the Times, January 31, 1872. Charles T. Howard furnished the first contribution towards the expenses of the enterprise. See also the Times, February 2, 3, 4, 6, 12, 14, 1872. It is said that 5,000 maskers took part in this inaugural parade. On April 4 the State Legislature recognized the success of the celebration by making Mardi Gras a legal holiday.

nature of these entertainments, do not always see why their demands should not be complied with. In many cases large sums of money have been offered for invitations, but this method, so efficacious in nearly every other place, usually insures the refusal of the request in New Orleans. Rex, however, among the larger Carnival organizations, endeavors to provide for the stranger. This society issues nearly 15,000 invitations every year, and it is not difficult for any reputable person, newly arrived in the city, to secure a card to its ball. This generosity is for strangers only. Rex is as chary in the distribution of its favors to residents as any of the other organizations. Rex has more invitations to give, but he gives them just as carefully.

The Rex Society, which as has been said, is the largest and wealthiest of the Carnival societies, has about 400 members. The membership consists of two classes, the Royal Host and the Carnival Court. The former is made up of the older members of the organization, and comprises between 100 and 150 of the best-known citizens of the city. All they receive in return for the large financial contributions which they make to the society's exchequer, and for the time and skill which they devote to its affairs, is a gorgeously emblazoned piece of parchment conferring the title of duke and a jeweled badge, the latter of a different design each year. The Carnival Court is composed of the younger members. It is from their ranks that the "cast" is made up—it is they who figure under masks upon the Rex cars in the two day-pageants that are the features of the Carnival street displays, and at the Rex ball Mardi Gras night, at the Athenaeum.

The names of none of the members of Rex, whether Royal Host or Carnival Court, is ever made public. The only exception to this rule is in the case of the King of the Carnival. This monarch, chosen by the organization to preside over its street display and at its ball, is always a member of the Royal Host. His name is announced in the New Orleans newspapers on Wednesday morning, the first day of Lent. But in every other respect the deepest secrecy is maintained with regard to everything that pertains to the organization. This mystery is not as well kept up today as it was twenty years ago, but considering the large number of persons involved, is still maintained to a surprising degree. Relatively few know where the workshops of the Carnival organizations are located, for example, and the present is the first time that any extensive description of the ultimate organization of the Carnival has appeared in print.

There must, of course, be one representative with whom contracts can be made and other business carried on; and he necessarily is more or less known to the public. In the case of Rex this official is the "manager." He is the business agent of the society. Over him is a select committee composed of members from both the Royal Host and the Carnival Court, whose authority is all powerful. When it is time to prepare a carnival parade, Rex's manager has an interview with his artist, and receives suggestions from him as to the subject, the character of the cars, etc. For many years the Rex artist was B. A. Wikstrom, the well-known painter, who died about ten years ago. There are always twenty cars in the Rex pageant—one a "title car," one the "king's car," and the remaining eighteen illustrating some theme of general interest. Rex's policy is to choose subjects which require little or no erudition on the part of the spectators to follow; in this respect differing from the night

organizations, the pageants of which are sometimes decidedly learned, even abstruse.

The artist's rough sketches of the proposed pageant are submitted to the select committee, and when finally approved thereby, are referred back to him to be put in final shape. This consists in carefully redrawing the designs, one by one, according to scale, each car on its own separate sheet of paper, not over two feet square. They are represented in full color, with the maskers in place. In this form they go to the builders. The poetry, the sentiment of the pageants, of course, represent the artist's contribution, but the translation of his designs into papier-mache, canvas, tinsel and paint—which are the essential ingredients of a carnival tableaux—this is the task of the builders.

For many years a wiry Frenchman, George Soulié, called the Rex pageant into being. Latterly, he had the assistance of his son, Henry. They constitute a dynasty of Carnival craftsmen whose time was practically spent exclusively in the service of the societies. Rex has large studios in an out-of-the-way corner of the city, especially designed for his use, and there his cars are built. The organization owns its own vehicles—platforms some twenty feet long and eight feet wide, mounted on wheels—resembling the trucks on which theatrical scenery is moved. They are used repeatedly, but the fairy structures which are every year reared upon them are always and entirely new.

The artist's design is, of course, flat, and indicates variations in the surface only by means of shading—of lights and darks, after the manner of all painting. The business of the builders is to erect a framework which, when overlaid with the canvas, will actually represent those variations in the plane; hence they are allowed an immense latitude, and the demand upon their ingenuity is enormous. Let us take an example; for instance, a car representing some marine scene. The design as it reaches the workmen represents the waves just as they would be represented in any other water color drawing. The surface of the water arises in a series of huge billows, but these billows are seamed with countless lesser waves, ripples, undulations. In the drawing they are mere splashes of color, vivid green, gray, brown, even black—but there is nothing to tell the builder how these effects are to be attained.

And yet the clever craftsman asks no more. In his atelier there is a large open floor. Upon this he spreads sheets of stout manila paper, pasting them together until he has a surface measuring 20 or 22 feet long by 18 wide. Then, with a brush dipped in red paint, he traces upon the paper the forms of various bits of timber which, put together, will constitute the vitals of the tableaux. These lines cross each other at all angles, but each is numbered, and can be easily followed in the maze of conflicting designs. Then the carpenters come in and, working from the pattern, prepare all these separate pieces of timber, fitting them on the tracings till they are exact duplications of the master's design. At this stage not even the carpenters can guess the eventual appearance of the car.

The next stage is to assemble the framework on the wagon. Under the supervision of the master builder each part is fitted into place. In the meantime papier-mache workers have done their part. Their productions are quickly tacked into place. Stout canvas follows, together with prodigious amounts of excelsior, rags and various other kinds of "stuffing" to round out the proportions of sea serpent or sinuous marine

plant. And as the canvas is fastened to the timber framework, suddenly the beholder perceives how all the innumerable billowlets which the artist in his drawing represented by hasty strokes of the brush have become actual undulations, reproducing exactly the infinite variety of the surface of the sea.

To create a car under such circumstances calls for peculiar talent and immense experience. It is because New Orleans possesses a school of Carnival craftsmen, and because they are content to devote their lives to the fabrication of Carnival pageant, that the Crescent City is unique in the success and splendor of its pageants. The thing has been tried elsewhere, and always with comparatively small success; for, easy as it may seem to the uninstructed to rear the fairy fabric of a typical Carnival "float," the task assumes quite another phase when it is actually attempted. There is a genius which goes to this as to almost every other kind of artistic endeavor; New Orleans has that genius, and it is not found anywhere else.

The same hands which build the Rex pageant create also those of the three night organizations. The work begins in May or June and proceeds at the rate of one or two cars every week. Thus in eight months eighty complete cars can be turned out. In the meantime the artist has designed the costumes, some 125 to 150 in number, which are to be worn by the maskers. The policy of Rex is to have as much of its work done in the city as possible. Formerly the costumes were made in Paris, and the jewels and masks are still manufactured in Europe, but otherwise practically everything used in the pageants is of local origin. This is not true to the same extent of the other organizations, some of which still depend upon Paris for costumes, while others put their trust in Kalamazoo and Chicago.

The chief feature of the Carnival ball is the royalties who preside over its fleeting gayeties. The "king" is usually masked, but the queen wears no disguise. Both of them are invariably costumed in the richest and most splendid style. The queen wears crown, necklace stomacher and other ornaments exquisitely adorned with gems. The gems, it is true, are rhinestones, but they are set by European jewelers of acknowledged skill, and the effect is quite as royal as though they were genuine. This superb regalia is provided by the Carnival organization, and becomes the property of the fair wearer, a souvenir of her brief reign. She likewise is presented with the handsome cloak which she wears and frequently receives some other costly souvenir from the "king." The queens of the Carnival societies are invariably chosen from the families of members, but with this restriction the committee is entirely free to follow its own judgment in nominating her. It is perhaps unnecessary to say that no financial consideration has any weight in the choice of either king or queen. The idea which exists in some quarters that the Rex scepter is an emblem awarded in consideration of a contribution to the society's treasury is entirely without foundation. Of course, the royal honors are not likely to fall to persons financially unable to carry them off with fitting splendor, yet it must be said that Rex has always striven to curb the propensity of its kings to lavish display. It has even been proposed to fix a sum beyond which the king's expenditures may not go, but that has not yet been done.

The king of the Carnival, after having been selected by the committee, remains unknown to the other members of the organization until the Saturday before Mardi Gras. He is then formally presented to his future subjects. The queen is notified by the committee, sufficiently long before the Carnival for her to prepare the splendid dress which it is her pride to wear. Rex allows his queen the privilege of choosing her court—that is, the maids and their escorts. In many of the other organizations the maids are chosen by the governing committee; in others, they are elected by the members, but in both cases they are young women who have relatives in the society. The queens, especially those of Rex, have always been local young women, and while non-residents have from time to time figured among the maids, this, even, is rare. The one conspicuous exception to this rule was the case of Miss Winnie Davis, the "Daughter of the Confederacy," who was queen of one of the night organizations, although she neither made her home in New Orleans nor had any relatives connected with the Carnival. Her position in Southern society, however, was unique, and the fact that she was thus honored is not held to have established a precedent.

In many respects the night organizations which give pageants are organized along lines similar to those indicated above. A few points in which they differ have already been noted. These societies are wholly controlled by the executive councils, elected by the organization. The authority of the council is to a very considerable extent delegated to the captain, who, with two lieutenants, are responsible for the creation of the pageant and the management of the ball, just as the manager is, in the case of Rex. Neither the captain nor his lieutenants receive any compensation. In their sphere these officials are all powerful. For instance, the captain selects the king—"No. 1," as he is known to the members. While the parades are on the streets the captain, masked and on horseback, may be seen riding to and fro, guiding and directing the function in its minutest detail. His is no sinecure. In fact, it is the ability of the organizations to find men of talent to undertake the duties of this office that is the second great element in the success of the New Orleans Carnival. The amount of labor, ingenuity and enthusiasm which they put into their unremunerative task is beyond the power of the public to judge, but to those who are behind the scenes, it is—it must be—a matter of perpetual admiration and amazement. The attention which is given to the minutest detail may be inferred from the fact that on occasion, when the ball illustrates some special historical incident—as for instances, when Consus, a now defunct society, represented the meeting of Henry of England and Francis of France at the Field of the Cloth of Gold—the queen and her maids are required to wear costumes characteristic of the period. The young women who constituted the court at that brilliant ball were directed to arrive at the Opera House with their hair in plaits. A half-dozen hair-dressers were in attendance, and under their deft fingers the proper coiffures were built up from designs carefully prepared months before by artists working from ancient paintings brought from France.

In closing, it may be of interest to estimate what a carnival costs. The sum of course varies from year to year. As a general proposition, however, a single Carnival car may be constructed for about \$800. Taking into consideration the cost of the costumes, the fees of the artists, etc., a pageant can be put on the streets for from \$15,000 to \$20,000. As

a rule, the night pageants are more expensive than those given by day. The Carnival balls cost about \$4,000 each. The larger Carnival societies have budgets of about \$25,000 each. It will thus be seen that the outlay for the Carnival functions, including the Twelfth Night Revelers' ball, will not fall far short of \$150,000 per annum. This sum is, as I have said, drawn almost entirely from the pockets of the members. There are less than 3,000 men who belong to these organizations. The pro rata expense is, however, considerably greater than might be inferred from a comparison of these figures, as each masker permits himself to make gifts to the young ladies whom he invites to dance with him, and incurs other expenses for carriage hire, flowers, etc.

It is a fact not generally known outside of New Orleans that at one time the city boasted of the largest and most sumptuous theater in North America; that it supported the first operatic company in the United States; and that for many years it played in the theatrical world a role as important as New York does at the present time. These and many other interesting features of the musical and dramatic history of New Orleans would be widely known but for the fact that the early glories of the city, in this respect, at least, have been meagerly chronicled. No adequate account of the theaters themselves, nor of the happenings within their walls, has ever been attempted. What has come down to the present time exists in allusions scattered over the files of old newspapers, the memoirs of some of the theater managers of the long ago, a few letters, some reminiscence by old-time theatergoers—but for which the palmiest days of art in New Orleans would be a closed book.

The first dramatic performance in New Orleans dates back to the year 1791, when a troupe of comedians, under the management of Louis Tabary, came from France to New Orleans, and, having neither hall nor place for their performances, were content with appearing in parlors of private houses, and in halls which they could rent for a time. Often the artists had to present their dramas, tragedies and sketches under tents. At last, in the year 1792, they located on St. Peter Street, between Bourbon and Royal streets, in the house now bearing the number 716. At that time the population of New Orleans was not much over 5,000 white citizens. That establishment was named *Le Theatre St. Pierre*, and as most of the artists were refugees from France, and incarnate demagogues, they interspersed their acts with some of the songs of the *Terreur*, such as "*La Carmagnole*" and the "*Ca-Ira*." The disorders were such that the police interfered, and the place was closed until the year 1803.

The first parquette in any theatre in New Orleans was put in the *Theatre St. Pierre* on October 23, 1806. There was some trouble between the managers and the city authorities regarding the alleged unsafe condition of the theatre, and the City Council ordered the place to be closed unless proper repairs were made. In the early part of the year 1807 the *Theatre St. Pierre* was closed because of a riot between some hoodlums and the police. One year later it was decided to build a real theatre, but after two years the venture proved unsuccessful and the theatre went out of existence under the sheriff's hammer in 1810.

In the meantime another theatre had been erected. In the latter part of the year 1807 a number of theatre-lovers combined to build a theatre which the best element of this city might frequent, and a site was chosen on St. Phillip Street, between Royal and Bourbon streets, on the spot now occupied by the school of that name. The cost was \$100,000, and

Louis Tabary was elected director. The theatre opened its doors on January 30, 1808. The auditorium could accommodate 700 people, and there was a parquette and two rows of boxes. For several years the Theatre St. Phillippe was the rendezvous of all the fashionable people of New Orleans. In 1814, for the first time, a ballet was given. During a performance in that year an interesting incident occurred. A captain of a vessel attended the performance on the 7th of December, 1814, and told a few friends about the return of Napoleon from his exile in Elba. The news immediately spread among the audience, and for at least a quarter of an hour the cheers for Napoleon interrupted the performance.

It was worthy of note that the first entertainment in honor of the Declaration of Independence took place at the Theatre St. Phillippe, on July 4, 1810. A gala performance was given, the proceeds being devoted to the relief of sufferers by a big fire which occurred on July 1 and destroyed twenty-five houses.

In 1817 the first English dramatic and comedy troupe came to New Orleans, under the management of Mr. J. Ludlow, and he leased the Theatre St. Phillippe for one year.

The play presented, as stated for the first time in English, was "The Honeymoon," and the cast was as follows: Duc d'Aranza, John Vaughn; Comte de Montalban, M. Plummer; Jacques, M. Morgan; Roland, N. M. Ludlow; Balthazar, M. Lucas; Lampedo, M. H. Vaughn; Julienne, Mme. Vaughn; Zamora, Mme. Ludlow; Volante, Mme. Jones; Hotesse, Mme. Morgan.

Thereafter until the year 1832, when Mr. Caldwell, manager, had a brief season of English comedy, the Theatre St. Phillippe declined, and it closed its doors altogether at the end of that year.

In the early part of 1809 an association was formed for the purpose of building a theatre on Orleans Street, between Bourbon and Royal, to cost about \$10,000. The first play was presented on November 30, 1809, and the theatre was destroyed by fire in 1813. Another building was erected at a cost of \$80,000, and it was at that time considered a most handsome theatre. Four years later a magnificent ballroom was built adjoining the theatre, the outlay being \$60,000. In the year 1845 a special performance was given in honor of General Lafayette, who was then on a visit to New Orleans.

The Theatre d'Orleans, however, is remembered chiefly for its connection with the early days of opera in New Orleans. Opera was sung in New Orleans in a small way as early as 1809. It was not, however, till 1837 that serious attention seems to have been given to this form of entertainment. In that year, Mlle. Julia Calvé, a singer of great talent, made her debut at the Theatre d'Orleans, and scored a great success. Her engagement, which lasted till 1840, is considered to mark the beginning of the history of the French opera, as an institution in this city. In 1840 M. Charles Boudousquié, who subsequently became the husband of the fascinating Calvé, recruited in France the first important company of singers to visit New Orleans. They arrived on the ship "Le Vaillant," after a voyage of sixty days, and less than a week later made their appearance at the Theatre d'Orleans in Adams' "Le Chalet," Lecourt, tenor, and Victor, baritone, appearing in the cast. Boudousquié continued to direct the operatic performances at the Orleans till 1859. During that interval many important works were produced, among them "Robert le Diable," in 1840; "William Tell," in 1846; "La Juive," in 1847; "Jeru-

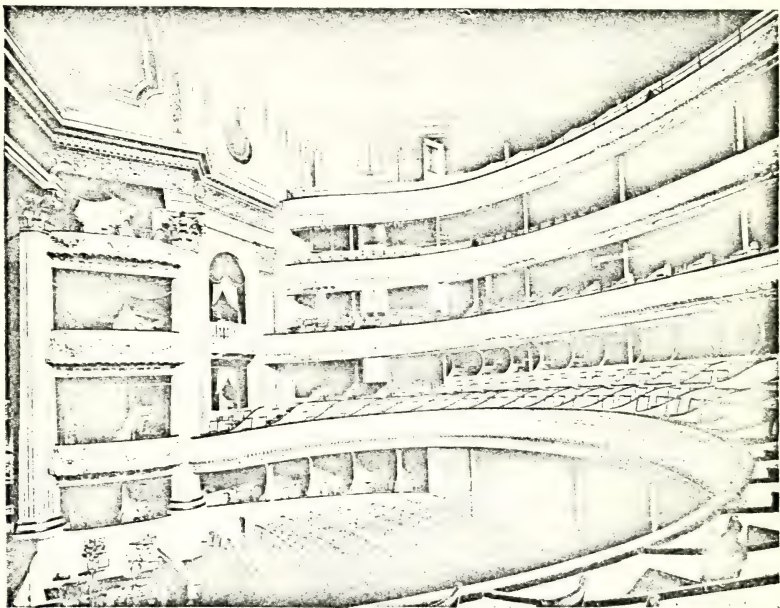
saïem," "Lucie de Lammermoor," and "Le Prophete," in 1850; and "Les Huguenots," in 1853.

In 1859 the Theatre d'Orleans was sold to a Mr. Parlange. Boudousquié proposed to continue the lease of the premises, but not being able to accept Mr. Parlange's terms, announced his intention of abandoning the house. Mainly through his exertions the French Opera House Association was incorporated March 4, 1859, with capital stock of \$100,000, divided into 200 shares of \$500 each. Boudousquié himself was largely interested in the company. Rivière Gardère was chosen president, and the first board of directors was composed of George Urquhart, E. J. McCall, Charles Kock, Gustave Miltenberger, E. Roman, C. Fellows, Charles Roman, Leon Queyrouze and Adolphe Schreiber. A site was purchased at the corner of Bourbon and Toulouse streets, and the erection of the present building was begun on April 9, 1859. The architect was James Gallier, and the builders were Gallier & Esterbrook. The work was prosecuted by day and by night, 150 men being kept constantly on duty. The building was completed November 28, 1859, at a cost of \$118,500.

In the meantime Boudousquié had, by a contract dated April 12, 1859, undertaken the lease of the new theater. He associated with himself the veteran manager, John Davis. The opera house was formally opened December 1, 1859 with "Guillaume Tell." The principal singers were Mathieu, first tenor; Escarlata, tenor of grand opera; Petit, third tenor; Melchisadek, baritone; Genibrel, first basso; Vauliar, second basso; Mme. St. Urbain, second falcon. Later during the season "Le Trouvère" and "La Fille de Regiment" were produced, and "La Tour de Nesle," "La Dame Aux Camelias," and other French plays were acted, in accordance with a tradition of which the opera had not yet been able to shake itself free. The season of 1860 was likewise successful. The same singers appeared, with the exception that Mme. Brochard replaced Mme. St. Urbain, falcon. On November 8, 1860, the opening night, "Le Barbier de Seville" was presented with Mme. Faure in the role of Rosine. Among the operas which were presented during this season were "La Favorite," "Il Trouvatore," "La Juive" and "Robert le Diable." Early in 1861 Adelina Patti made her first appearance at the French Opera House, as Martha, in Flotow's opera of that name. During her engagement Patti sang also in "Les Huguenots," "Robert le Diable," "Charles VI," and "Lucie." In 1862, 1863 and 1864, on account of the Civil war, there were no performances at the Opera House. In January, 1866, an Italian troupe, under the direction of Thioni and Susini, gave a few performances. Paul Alhaiza then became director of the opera. He recruited in France a very large and capable troupe, but the entire membership was lost at sea, October 3, 1866, in the wreck of the steamer "Evening Star." Of the 250 souls on board this ill-fated vessel, only seven escaped. Among those who were lost were Gallier, architect of the opera house, his wife and Mr. and Mrs. Charles Alhaiza, relatives of the impresario. Mr. Alhaiza was, however, able, with the assistance of several excellent artists, to open the season on November 16, when Octave Feuillet's "La Redemption," a comedy in five acts, was presented.

The following year M. Alhaiza associated with himself in the management M. Calabressi. A very successful season followed, during which "Romeo and Juliet," "La Belle Helène," and "L'Africaine" were presented for the first time in New Orleans. Dramatic performances and

opera bouffe were also given. From 1869 to 1873 M. Calabressi was in charge of the opera house. In 1873 the rights and titles of the original company were acquired by L. Placide Canonge for \$40,000, and Canonge, acting for a syndicate, resold to the Merchants' Insurance Co., mortgage creditor. Canonge himself assumed the management, which he retained till 1878. In 1879-1880 the direction was assumed by Max Strakosch. The season of 1880-1881, under de Beauplan, was one of the most brilliant and successful in the history of the institution. Strakosch returned in 1882, but in the following year was displaced by Desfosse. In 1883 the French Opera Club, one of the interesting adjuncts of the opera



FRENCH OPERA HOUSE INTERIOR, 1920

house, was organized. Defosse, who remained in charge till 1884, was succeeded by Mapleson in 1885, during whose administration Adelina Patti was the leading member of the company. A season of opera bouffe under the management of Durieu followed. From 1886 to 1894, with the exception of the season of 1890-1891, Maugé was director of the opera. In 1890-1891 Durieu occupied that position. In 1889 the French Opera Association acquired the building for \$50,000 from the Merchants' Insurance Company. Succeeding administrations were: O'Connell, 1893-1894; Durieu, 1894-1895; Charley, 1895-1896 and 1896-1897; Berriel, 1897-1898; Charley, 1898-1899; 1899-1900, and 1900-1901; Roberval, 1901-1902; Charley, 1902-1903, 1903-1904; Cazelles, 1904-1905; Broulatour, 1905-1906; Henry Russell, 1906-1907; Mario

Lombardi, 1907-1908; Jules Layolle, 1909-1912; Auguste Affre, 1913-1914; H. B. Loeb (manager) and Louis Verande (impresario). 1919-1920. During the season of 1908-1909 there was no opera. From 1914 to 1919 the opera was suspended on account of the war and the impossibility of bringing a company from Europe.

The following is a list of the singers who composed the different troupes. They are named in the order of tenors, baritones, basses, falcons, chanteuses légères and dugazons:

1859—Boudousquie & Davis Management—Mathieu, Ecarlat, Petit, Melchisedec, Genebrel, Vanlair; Mmes. St. Urbain, Geismar, Feitlinger, Pretti.

1860—Boudousquie & Davis Management—Mathieu, Phillippe, Cabel, Melchisedec, Genebrel, Vaulair; Mmes. Lacombe, Borchard, Faure, Pretti, Frezzolini. Adelina Patti opened in December, 1860, in "Lucia," and sang for about two months.

1865—Strakosch Management—Messrs. Macaferri, Erani, Mancusi, Maria, Susini, Graff; Mmes. Ghioni, Canissa, Strakosch, Parozzi, Zaphizzi.

1866—Thioni and Susini Management—Messrs. Irfre, Erani, Maria, Ardivani, Susini, Coletti, Puiseppi, Leocatelli; Mmes. Ghioni, Strakosch, Canissa, Parozzi.

1867—Roncari Management—Messrs. Boetti, Fabbri, Strozzi, Ottiviani, Rocco, Solari; Mmes. Cattinari, Tomassi, Phodovaski.

1867—Alhaiza & Calebresi Management—Messrs. Picot, Damiani, Lechevalier, Van Hufflen, Dupin; Mmes. Fanschetti, Lambelle, Prevost Sequin and Audibert.

1868—Alhaiza & Calebresi Management—Messrs. Picot, Engel, Peront, Van Hufflen, and Mmes. Cambier, Hasselman, Bourgeois, Lambelle, Cheauveau, Guy Cave and Boudreau.

1869—Opera Association Management—Messrs. Michot, Ketten, Kolertz, Dumestre, Thery, Depassio, Merglet, and Mmes. Arnal, Dupuy, Zeiss, Dumestre, Mineur, Pottier and Boudreau.

1870—Opera Association Management—Messrs. Cazeau, Lefranc, De Kegel, Dumestre, Thery, Castelmarty, Perier, and Mmes. Rozes, Naddi, De Edelberg, Dumestre and Boudreau.

1871—Opera Association Management—Messrs. Delabranche, Blum, Jourdan, Dumestre, Solve, Coulon, Perier, and Mmes. Levielli, Naddi, Goethals, Durand Hitchcock, Dumestre and Beoudreau.

1873—Canonge Management—Messrs. Gaynard, Gadihle, Duquercy, Devovor, Lourde, Mayan, Feitlinger, Douval, and Mmes. Furche-Madier, Lagye, Moisset, Denain, Devoyod, Carrini and Boudreau.

1874—Canonge Management—Messrs. Chelli, Gadihle, Laurent, Meric, Dardagnac, Feitlinger No. 1, Degreef, and Mmes. Verchen, De Joly, Liogier and Teoni.

1877—Pappenheim (German) Management—Messrs. Adams, Fritche, Tagliapetra, Blum, Adolph, Weigand, and Mmes. Pappenheim, Human, Grimmering, Phillips and Coony.

1879—Strakosch (Italian) Management—Messrs. Petrovich, Baldanza, Lazarini, Storti, Gottschalk, Castelmarty, and Mmes. Singer, Litta, Belocca, Valera, LeBranche, Ricci, Lancaster.

1880—DeBeauplan Management—Messrs. Tournie, Pellin, Escala, Utto, Mauge, Jourdan, Feitlinger No. 2, and Mmes. Ambre, Delpratto,

De Meric, La Blache, Nina La Blache, Nicolopulo, Pilliard, Lagye and De Villeraay.

1881—Strakosch Management—Messrs. Giannini, Perugini, Ciapini, Sweet, Mancini, and Mmes. Gerster, Leshino, Prasini, Lancaster, Roseveldt and Carrington.

1882—Defossez Management—Messrs. Tournie, De Ermence, Puget, Delrat, Kastner, Jourdan and Kraitz, and Mmes. Hasselman, Panchioni, Fouquet, Bernardi, Geraiser, Belia.

1883—Defossez Management—Messrs. Lestellier, Valdejo, Richard, Mauge, Jourdan, Bonhives and Mmes. Villanova, Varelli-Jauquet, Jouanny, Dorsay and Tevini.

1884—Mapleson Management—Messrs. Giannin, Cardinali, Vincini, DeAnna, Cherubini and Pasqualis and Mmes. Patti, Scalchi, Fursch-Madi, Sarrugia, Steinbach, Dotti and Nevada.

1885—Durieu Management, Comic Opera—Messrs. Caisso, Lefevre, Tony Reine, Chamonin, Marchand and Mmes. Reine, Caisso, Thale and Aubert.

1886—Mauge Management—Messrs. Van Loo, Voilequin, Mauge, Vernouillet and Mmes. Derevis, Romeldi, Rosa Weyns, Rita Lelong and Vernet.

1887—Mauge Management—Messrs. Berger, Garaud, Genin, Claverie, St. Jean, Denoyers, Coste and Mmes. De Rinkley, Garelli, Hervey and Grandel.

1888—Mauge Management—Messrs. Berger, Lafarge, Peguillon, Claverie, Mauge, Pelisson, Plain, Feitlinger No. 2 and Mmes. Schwyer-Lematte, Vanderie Flachat, Hervey, Chelyns and Lovely.

1889—Mauge Management—Messrs. Furst, Mary, Guille, Maire, Balleroy, Saccareau, St. Jean, Debord, Geoffrey and Mmes. Dauriac, Leavington, Beretta, D'Argy, Valgalier and Remy.

1890—Durieu Management—Messrs. Cossira, Gerger, Merite, Cottet, Boret, Contellier, Ceste, Balleroy, Poirier, Chavaroch, Sylvain, Stephane, and Mmes. Martini, Briard, Cottet, Dynah Duquesne, Potel, Bernard, Plantain and Couturier.

1891—Mauge Management—Messrs. Paulin, Verhees, Jahn, Rosamon, Guillemot, Rey, Bordeneuve, Dulin and Mmes. Baux, Caignard, Guillemot-Thuringer, Priolaud, Vieusse, Duvivier, Vallier, Maes and Conti.

1892—Mauge Management—Messrs. Raynaud, Lafarge, Gluck, Contellier, Chauvrau, Dethurens, Malzac, Hourdin, Darval and Mmes. Schwyer-Lematte, Jau Boyer, Monnier, Bondues, Lita, Nazat, Urbain, Lea, Santi.

1893—Guarantee Association Management—Messrs. Devilliers, Soubeyron, Dolleon, Merly, Martel, Devries, Montfort, Fonteynes, Gardoni, Darmand, Michon, and Mmes. Tylda, Laffon, Devianne, Marsa, Cognault, Weldon, Mary, Bloch, Lecion, Henman, Le Nonteuil.

1894—Durieu Management—Messrs. Anastv, Jourdan, Boon, Bailly, Garrigues, Soum, Freiche, Chavaroch, Guillien, Lamarche, Seurin; Mmes. Fanny Laville, Dargissonne, Mouravieffe, Darcy, Delorme, Plantain, St. Laurent, Chatillon and Syveral.

1896—Charley Management—Messrs. Massart, Prevost, Deo, Albers, Freiche, Athes, Javid; Mmes. Jane Foeder, Pascal, Berthet, Combes, Freman-Benati, Savine, Lafeuillade, De Consoli.

1898—Charley Management—Messrs. Gibert, Gauthier, Richard, Barthe, Gaidue, Godefroy, Bouxmann, Darnaud, Fabre; Mmes. Fierens, Daizen, Marochetti, Berges, Pouget, Savine, Fremant-Benati.

1899—Charley Management—Messrs. Bonnard, Casset, Ansaldo; Gauthier, Dambrine, Salvator, Layolle, Rosei, Bouxmann, Zery, Berenquier; Mmes. Lina Pacary, Therese Clement, Etta Madier de Montjau, Valdez, Valenza, Savine, Jarie, Frasset, Berthet and Consoli.

1900—Berriel Management—Messrs. Jerome, Chastan, Genin, Dequesne, Joubatte, Roche, Chais, Balleroy, Lassalli, Eleider, Bouxmann, Dufour, Delamarre, Douchet, Meycelle; Mmes. Talexis, Nina Pack, Bonheur-Chais, Doux, Monbazon, Sonnet, Kervan and De Goyon.

1901—Roverval Management—Messrs. Duc, Henderson, Paz, Queyla, Ocellier, Ceste, Villette, Bouxmann, Karloni; Mmes. Jane Foeder, Brietti, Chambellan, Narici, Rachel Laya, De Ter, Faury, Berat, Mico and Stella Bossi.

1902—Charley Management—Messrs. Jerome, Duc, De Mauroy, Paz, Mezy, Sainprey, Bouxmann, Henri Dons, Darmand; Mmes. Jane Foeder, Guinchant, Courtenay, Faure, Rambly, Dartes, Feitlinger, Mico and Villa.⁵

1903—Tenors, Garoute, Mikaelly, Ayrot, Leroux, Gautier; baritones, Layolle, Montfort; bassos, Loussiez, Lambriet, Launay de Wundt; falcons, Guinchan, Teneski, Lussiez; chanteuses legeres, Frandaz, Packbiers; contralto, Bressler-Gianoli; dugazons, Dartes, Mico, Fouquet.

1904—No opera. Under the management of F. Cazelles, a season of French drama was given.

1905—Tenors, Ausaldi, Lucas, Leprestre; baritones, Mezy, Vialas; bassos, Vallier, Baer; falcons, Galli, Sylvia; chanteuses legeres, Walter, Villa, Grandjean, Arald; contralto, Bertha Sovier; dugazons, Van der Berg, Verande.

1906—Tenors, Martin, Constantino; baritones, Seguerola; falcons, Neilson, Reynes.

1907—Lombardi Opera Company.

1908—No opera.

1909—Tenors, Escalais, Zocchi; baritones, Harsatto, Charal; bassos, Huberty, Carque, Lacombe; falcons, Demedy, Fierans; chanteuses legeres, Cahuzac; dugazons, Sterckmans, Allard.

1910—No opera.

1911—Tenors, Granie, Bruzi, Couval, Ariel; baritones, Closset, Coubes, Montano; bassos, Sylvestre, Beckmans; chanteuses legeres, Lavarene, Korshoff; contralto, Fierans; falcons, Beaumont.

1912—Tenors, Affre, Putzani; baritones, Montano; chanteuses legeres, Yerna, Charpentier; falcons, Thierry, Avelly; basso, Bouxman.

1913—Tenors, Affre, de Lerick, Coulons; baritones, Mezy, Combes; bassos, Caravia, Bernard, Brauet; chanteuses legeres, Lavarenne, Mauze; falcons, Lise Brias, Dalcia.

1914-1919—No opera.

1919—Tenors, Perissee, Conrad; falcons, Gripon; chanteuses legeres, Vogel, De Leys; baritones, Paulus.⁶

⁵ Picayune, November 8, 1903.

⁶ I am indebted for the foregoing list to Emile Durieu, who for twenty-two years was connected with the French Opera House, in capacity of treasurer.

A great many famous French operatic and dramatic works have been produced in New Orleans for the first time in America. The following is a list of the more important:

1803 to 1808 at the Theatre St. Pierre, "Richard Coeur de Lion," "Pizarre ou le Conquet du Perou," "Eugenie," dramas; "Beaumarchais," "Le Chasseur et la Laitiere," operas; "La Foret Noire," "Le Distrain," comedies; "Une heure de Menage," opera; "Crispin, Medicin," comedy, and "Le Petit Page," drama.

1808-1810, at the Theatre St. Pierre—"La Forte Secrete," comedy; "L'Avare" of Moliere; "Le Misanthrope," of Moliere; "Ma Tante Aurore," opera in five acts, of Boieldieu; "Romeo and Juliet," opera.

1807-1832, Theatre St. Phillipe—January 30, 1808, "Une Folie," comic opera in two acts by Mehul; June 4, 1808, "L'Exile en Siberie," drama. June 11, 1808, "Le Jugement de Midas," opera; in 1816, "Le Billet de Loterie," opera.

1809, Theatre D'Orleans—November 30, 1809, debut of the troupe in "Pataques," comedy; December 20, 1809, "Romeo and Juliet," second presentation; in 1819, "La Muette de Portici," opera; "Fanchon la Veilleuse," opera-vaudeville.

From 1820 to 1825 the performances at the Orleans Theatre were a succession of dramas, vaudeville and operas, among which can be cited: "Lully et Guinault," opera; "La Serenade," comic opera, and in 1831, "Napoleon," drama, and "La Dame Blanche," drama. The first production of "Le Barbier de Seville" was in 1837 with Julie Calve, in the principal role of Rosine.

1840 to 1850 first productions of "Le Domino Noir," "La Muette de Portici," "L'Eclair," "L'Ambassadrice," and others.

January 15, 1841, "La Double Echelle," opera of Thomas; February, 1843, "Le Rossignol," opera, and a few nights later the first production of Donizetti's opera, "La Favorite." There was a brief season of drama, as for instance, "La Tour de Nesle," and Victor Hugo's drama, "Ruy Blas."

It was at that time that the initial performances of the well-known operas: "La Juive," "La Fille du Regiment," "Robert Le Diable," "Le Sirene," "Les Martyrs," "Lucrece Borgia," "Le Fou de Le Diable," "Haydee," of Auber; "Jerusalem," "Lucie," "Le Prophete," "Le Caid," "Le Fee aux Roses," of Helevy; "Semiramis," "Charles VI," "La Reine de Chypre," "Les Huguenots," were presented at the Theatre d'Orleans.

1859, French Opera House—Opening night, first performance of "Guillaume Tell," December 1, 1859. November 8, 1860, first production of "Il Trovatore."

Following is a list of the operas produced in New Orleans since 1860. Those marked by an asterisk were produced here for the first time in America:

1860—March 19; "Rigoletto." (On February 6, 1861, Patti sang this opera for the first time on any stage.)

* 1861—March 4: "Le Pardon de Poermel" (with Patti as Dinorah).

1866—November 7: "Crispino e la Comare" (Ricci); November 12, "Faust."

⁷ James M. Augustin, "Fifty Years of the French Opera," in Picayune, October 24, 1909.

1867—February 1: "Un Ballo in Maschera;" February 8, "Ione," or "The Last Days of Pompeii" (Petrella); February 15, "Linda di Chamouni."

1869—December 18: "L'Africaine."

1870—February 24: "Romeo and Juliet" (Gounod).

1875—March 11: "Don Sebastian" (Donizetti).

1877—November 29: "The Flying Dutchman;" December 3, "Lohengrin" (Italian) (French, March 4, 1889); December 11, "Fidelio" (Italian); December 12, "Tannhauser" (Italian).

1878—December 6: Aida."

1881—January 14: "Carmen" (with Mmes. Ambre and Tournie); January 19, "Mefistofele" (Italian) (French, February 17, 1894); January 31, "Paul and Virginia" (with Mme. Ambre).

1885—January 29: "Merille" (Italian).

1886—*December 6: "Les Petits Mousquetaires."

1887—February 3: "Rip Van Winkle" (Planquette).

1888—*January 12: "Le Tribut de Zamora" (Gounod).

1889—December 19: "La Songe d'une Nuit d'Ete" (Thomas).

1890—*January 23: "Le Roi d'Ys" (Lalo); February 23, "Le Cid" (Massenet).

1891—*December 24: "Sigurd" (with Paulin and Mme. Baux).

1892—January 3: "Cavalleria Rusticana" (English) (French, January 21, 1897); *February 13: "Herodiade."

1893—*January 4: "Samson and Delila" (with Renaul and Mme. Mounier); February 1, "Lakme;" *February 10, "Esclarmonde."

1894—January 4: "Manon" (Massenet); January 31, "Les Pecheurs des Perles."

1894—*November 3: "Werther" (Massenet).

1895—*January 5: "Richard III" (Salvayre); December 18, "Die Walkure" (German); December 19, "Siegfried" (German); December 20, "Die Gotterdammerung" (German); December 21, "Tristan and Isolde" (German).

1897—January 5: "La Navarraise" (with Deo and Mme. Foedor); February 9, "Benvenute Cellini" (with Albers); February 20, "I Pagliacci" (with Massart, Albers and Foedor).

1899—*January 12: "La Reine de Saba" (Gounod).

1900—*January 25: "Salambo" (Reyer); *December 29, "La Vivandiere" (Godard).

1901—January 31: "La vie de Boheme" (Puccini).

1902—January 28: "La Gioconda;" *December 23, "Cendrillon" (Massenet).

1903—January 29: "Messaline."

1905—January 22: "Othello" (Verdi) (English); January 25, "Tosca" (English) (Italian, December 26, 1907) (French, December 28, 1911); April 24, "Parsifal" (German).

1906—*January 31: "Siberia" (Giordano); February 24, "Amici" (Mascagni).

1907—*January 5: "Adrienne Lecouvreur" (Cilea); January 9, "Madame Butterfly" (English) (French, January 6, 1912).

1908—January 29: "Fedora" (Giordano) (Italian).

1909—November 25: "Louise;" December 11, "Le Jongleur de Notre Dame;" December 25, "Hansel und Gretel."

1910—December 15: "Thais."

1911—January 19: "L'Attaque du Moulin" (Bruneau); *February 11, "Le Chemineau" (Leroux).

1912—*January 27: "Don Quichotte."

1913—January 4: "Quo Vadis;" December 27, "Sapho."

1914—February 3: "Phryne" (Saint-Saens); February 15, "L'Arlesienne" (Bizet).⁸

In 1916, the French Opera House was purchased and presented to Tulane University by an unknown donor. On December 2, 1919, the building was destroyed by fire. The cause of the fire was never ascertained. The loss was about \$150,000, including music valued at from \$7,000 to \$10,000.

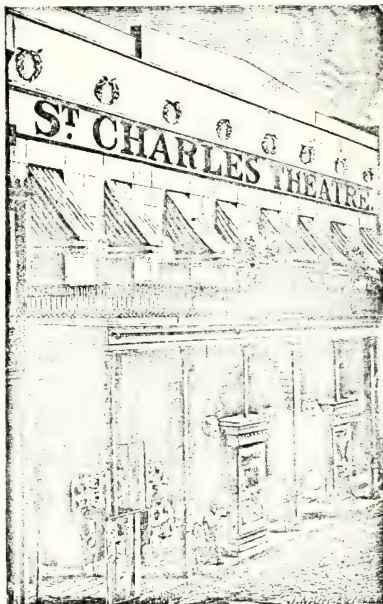
In addition to the opera, lovers of music in New Orleans have had access to the best modern music as a result of the labors of the New Orleans Philharmonic Society. This organization came into existence in 1906, largely through the efforts of Miss Corrine Mayer, Mr. and Mrs. H. T. Howard, and other enthusiastic amateurs. The charter members included Miss Mayer, Mr. and Mrs. Howard, Mr. and Mrs. Mark Kaiser, Mr. and Mrs. E. von Meysenbug, Mr. and Mrs. J. W. Phillips, J. V. Dugan, Ferdinand Dunkley, Harry B. Loeb, S. W. Weis, Miss Mary Scott, Mrs. Christian Schertz, and a few others. J. V. Dugan was the first president and H. B. Loeb the first secretary-treasurer. The intention at first was merely to bring prominent artists to the city. With that end in view the dues were fixed at \$5. Three concerts were given during the season of 1906-7. In 1912 the society was re-organized, and the management was taken over completely by the women-members. Harold Bauer, who happened to be in the city at the time, assisted in working out the details of the new plan, which was based upon the experience of a similar organization in Columbus, Ohio. Mr. Bauer gave the first subscription towards a sinking fund; but since that year no donations have been required, as the society has been self-supporting. Among the ladies who figured prominently in the re-organization may be mentioned Mrs. H. T. Howard, Mrs. R. E. DeBuys, Mrs. Philip Werlein, Mrs. L. R. Maxwell, Mrs. V. Trezevant, Mrs. J. W. Phillips, and Mrs. Mark Kaiser. Under the auspices of the Philharmonic Society most of the great modern concert artists have appeared in the city. In addition, free concerts are given in the public schools of the city by local artists and amateurs, under the direction of Miss Mary Conway, chairman of the committee in charge of this branch of the society's work. This work has lately been extended to the asylums of the city. There is also an afternoon series for the benefit of students and music lovers in general, under the general superintendence of Miss Mamie Molony and Mrs. Joseph Haspel. The society has also a committee which undertakes to provide for the education of a gifted New Orleans musician, the funds for this purpose being raised independently of those required for the concert work which alone is, properly, within the sphere of the organization.

It is now necessary to consider the development of the drama, which has had in New Orleans a history of even greater interest than the opera. The earliest theaters were given up to performances in the French lan-

⁸ This list is taken from an article on the French Opera, by Mary M. Conway, in the Item, December 3, 1919.

guage, but drama in English was introduced at an early date. James H. Caldwell, the founder of the American drama in New Orleans and the leading manager of local theaters during the first half of the century, gave performances in English at the St. Philip in 1820. He came to New Orleans with a company which included the elder Booth, Barrett, and other players destined to fame in later years.

The "American Theater" or "The Camp," as it was familiarly known, the first American playhouse built in Louisiana, was erected in 1822, Caldwell himself laying the foundation stone with Masonic rites. The building, which seated 1,100 people, stood on the west side of Camp

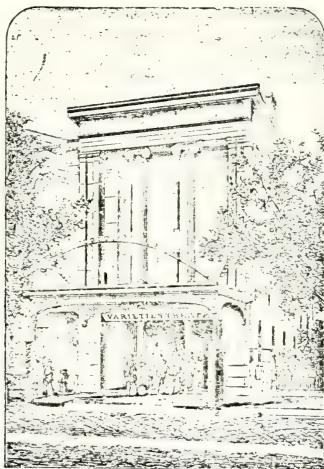


ST. CHARLES THEATRE

Street, between Gravier and Poydras. It was opened in May, 1823, with Reynold's comedy, "The Dramatist," and a farce called "The Romp." This, which cost \$120,000, was the first playhouse erected in the upper part of the city. When it was built there were no houses nearer to it than Common Street. It could be reached only by a narrow plank walk laid over swampy ground. It was almost inaccessible in rainy weather. In spite of all handicaps, however, it proved successful. Almost every distinguished artist of the time appeared there, few theaters in the country excelling it in the excellence of its productions.

In 1824 Edwin Forrest, then but 18 years of age, became a regular member of its stock company. He was but one of a large number of great actors who acted regularly before the critical audiences of that era. Caldwell himself was an English actor of some reputation and a friend of the Keans and the Kembles, and other celebrities, some of whom he brought to New Orleans. Like other managers of his epoch, he was an artist rather than a business man. It was good luck as much as by enterprise and efficiency that he made a large fortune with his American theater. His success led him to more ambitious undertakings. The "Camp" later became Armory Hall and stood until 1881, when it was demolished. This building was the first to be lighted by gas in New Orleans.

The second American theater, known as the "New American," was erected for Caldwell in 1840 on Poydras Street, near Camp. Caldwell



VARIETIES THEATRE

gave up the management three years later. In 1848 the handsome structure was torn down. The site was occupied afterwards by the famous iron Moresque building. Caldwell then built his last and greatest theater, the first St. Charles Theater, a magnificent edifice to which he was accustomed magniloquently to allude as "The Temple of the Drama." No other playhouse in this country could compare with it in size or splendor of decoration. Only three auditoriums of Europe, those of the opera houses of Naples, Milan and Vienna surpassed it. This great structure cost \$350,000, a vast sum in those days. It was begun and completed in 1835. It opened with "The School for Scandal" and "The Spoiled Child." The theater, with its forty-seven boxes and 4,000 seats, amazed its first audience with its magnificence. The central dome, with its mammoth chandelier, was long one of the local marvels. This chandelier, which weighed 4,200 pounds, was manufactured in London and the like

had never been seen in America, with its 250 gas lights and 23,300 cut-glass drops. But the glory of this playhouse was ephemeral. Like the majority of the local theaters of the past century it was burned to the ground. This happened in 1842. Since that time no other theater comparable to it has been erected in New Orleans.

Immediately after the destruction of the first St. Charles, a second by the same name was built on the same site by Noah M. Ludlow and Sol Smith, rivals of Caldwell, and equally famous as managers. These three controlled most of the leading theaters of the South in the days preceding the Civil war. The second St. Charles, which occupied a site on St. Charles Street, between Poydras and Commercial alley, saw more famous actors on its stage than any other theater in this country. Junius Brutus Booth, Edwin Booth, Joe Jefferson, J. H. McVicker, W. J. Florence, Tom Placide, Charlotte Cushman, J. H. Hackett, Jenny Lind, Keane, Boucicault, Macready, and Fanny Ellsler, were among a crowd of the celebrities who trod its boards. The St. Charles, affectionately termed "Old Drury," was constantly used until the end of the century and is still remembered by thousands of Orleanians. It was burnt about twenty years ago.

Next door to the St. Charles was the Academy of Music, a smaller theater built in 1853 to be used as a circus by David Bidwell, long its manager. At the Academy was inaugurated the matinee system in New Orleans. Its manager was the first in this country to develop the idea of a theatrical circuit. The attractions of the house were increased by the addition of a museum of natural history. This consisted of a few curios housed in a foyer on the second floor. Distinguished actors came to the Academy, but it was also used by minstrel shows and burlesque. The theater burned down about the beginning of the present century.

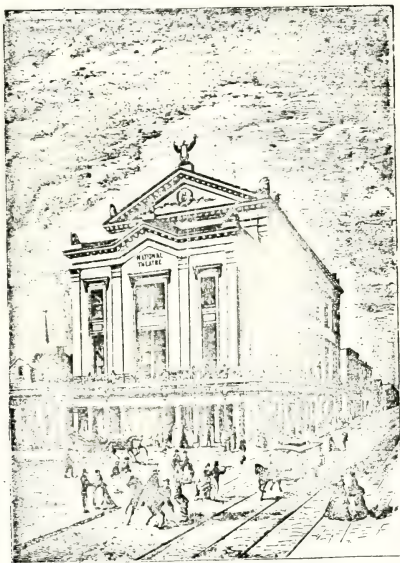
One of the most important playhouses in New Orleans was Placide's "Varieties," which stood on Gravier, between Carondelet and Baronne, near the site of the present Cotton Exchange. Varieties Alley still preserves its name. The house opened in 1849 under the management of Tom Placide, who was himself an actor, and not infrequently took part in the plays which he produced. It was built by an association known as the "Varieties Club," which came into existence in 1849, but which was connected with another dramatic club, the Histrionics, the origin of which has been traced back as far as the year 1840. The theater burned in 1854 and was rebuilt the next year, opening under the management of Dion Boucicault, who called it "The Gaiety." It regained its old name and burned again in 1870. The proprietors now changed the location of their theater, purchasing land in Canal Street and Dauphine, where the Maison Blanche stands.

This last Varieties, which was afterwards called the Grand Opera House, was opened in 1871. It was for many years under the control of Lawrence Barrett, who played here for the first time in the classical repertoire which later gained him lasting fame. The theater was one of the best known in the South. Its staircase, which was once 100 feet long, was one of the finest in any American playhouse. The building was torn down in 1899.

Of importance in the theatrical annals of the city were also the National, originally built by a syndicate for the production of German plays and called for a time the German National. It occupied the site of the present De Soto Hotel on Baronne Street, and had a long and

varied history, being finally burned in 1885. The German dramatic societies then patronized the Grunewald Hall, on Baronne Street, demolished to make way for the present Hotel Grunewald.

The older generation will remember a few other places of amusement such as the Globe Theater and the Bijou, the Avenue Theater, which stood on St. Charles Avenue, and the Garden District Theater, on Magazine Street, near Washington Avenue, all of which were in existence before the end of the century, but these played a comparatively slight role in the development of dramatic art in this city. The same may be said of the Lafayette, built about ten years ago.⁹



NATIONAL THEATRE ON BARONNE AND
PERDIDO STREETS

In 1898 Klaw & Erlanger, a well-known New York booking agency, opened the Tulane and the Crescent theaters, at the corners of Baronne and Tulane avenue. The Crescent was the largest house, with a seating capacity of 1,800. The Tulane, though smaller—having room for only about 1,400 spectators, was more luxurious in its appointments. The former is used for popular priced entertainments. The latter has always been devoted to the presentation of high-class attractions. W. H. Rowles was manager for both theaters for many years, and was succeeded by the present incumbent, T. C. Campbell.

After the destruction of the St. Charles by fire, a new theater was erected on the spot which was opened in 1901 under a lease held by the

⁹ See Times-Picayune, March 3, 1910; May 9, 1920.

Orpheum Circuit. In 1920 this company erected its own playhouse on Dryades Street, near Canal.

An interesting experiment in the drama was started in 1919 largely through the efforts of Mrs. J. O. Nixon and Mrs. A. Goldberg. An organization hitherto known as the Drawing Room Players, under their leadership evolved into the Little Theater, at present established in the Pontalba buildings, overlooking Jackson Square. Here amateur productions of the most modern drama are given to select audiences..

New Orleans supports a large number of moving picture theaters, established since 1910. Among the most important are the Trianon, the Tudor, the Strand, the Globe, and the Palace. There are also several vaudeville theaters of recent origin, among which may be mentioned Loew's and the Louisiana.

CHAPTER XLVI

THE ANNEXED TOWNS

New Orleans, as laid out by De La Tour and Pauger, was bounded in front by the Mississippi River; in the rear, by what is now Rampart Street; on the south, by Esplanade Avenue, and on the north, by that canal, the name of which survives in the name of the principal thoroughfare of the present-day city. The tiny area thus enclosed was the "vieux carré," or, as the early inhabitants called it, the "cité." In the course of time the nascent metropolis overleaped these frontiers, and suburbs, or "fauxbourgs," sprang up both above and below. Above the canal arose the "cities" of Jefferson, Lafayette and Carrollton. Below Esplanade Street the princely estate of the Marigny family was divided into lots, and became the site of a faubourg which bore their name. The other fauxbourgs were Trémé, Declouet, Delord, Annunciations, Washington, Ste. Marie, and Nouveau Marigny. Moreover, there were several villages which grew up near the city boundaries, and which were ultimately incorporated in it. Among these were Greenville, Burtheville, Bouligny, Hurstville, Fribourg, Rickerville, Mechanicsville, Belleville, Bloomington, Freetown, Metairieville, Milneburg, Feinerville, Gentilly, Marley, Foucher and St. Johnsbury. On the opposite side of the Mississippi lay the "city" of Algiers, with its dependencies. Most of these names disappeared when the settlements which bore them were absorbed in the growing city. Some of them still occur in surveys, and real estate records; only a few, like West End and Spanish Fort, still have meaning in the life of the community. Gentilly, occupying the rear of the Third District, between the tracks of the Pontchartrain and the Northeastern railroads, still remains in a sense separate. Milneburg, too, by virtue of its situation at the terminus of the Pontchartrain Railroad, will probably continue for many years apart from the other settled region. The development which has engulfed all these entities in the single city, has taken place within the memory of persons still living.

The most important of the annexed towns was Algiers. The history of this town runs back almost as far into the past as its largest neighbor's. The site originally formed part of the King's Plantations, an immense tract of land stretching from the fort at Plaquemines all the way to the Indian village of Chetimachos (Donaldsonville) and Fort Rosalie (Natchez). LePage du Pratz, who was made superintendent of this district in 1718, stated that in his time large quantities of rice, corn and indigo were cultivated there, with the help of negroes who were imported into the colony for that purpose. Much of the produce was sold to the colonists, but a part was exported, as occasion offered, to the Spanish settlement at Pensacola. After the departure of LePage du Pratz from Louisiana, the plantation seems to have been neglected. We hear nothing of it for a long time. The negroes were sold to planters on the "German Coast," in what are now the parishes of St. James and St. Charles. It is not clear that LePage du Pratz built a settlement opposite New Orleans. It is said that Pauger, Bienville's engineer, was one of the first proprietors of what was then called Pointe St. Antoine (afterwards called

Point Marigny), at what is today the end of Vallette Street.¹ The earliest extant map of the region, drawn by M. de Serigny, and preserved in the Depot des Cartes, at Paris, dates from 1719, and shows only the French powder magazines, located at what is now the corner of Bouny and Morgan streets. Later on, in the Spanish times, these magazines seem still to have existed, at the head of the Rue de la Poudrière—Powder Street, as it came to be known. Whether there were other buildings in the vicinity before the time of O'Reilly is doubtful.

The earliest date in the history of Algiers is February 3, 1770, when that part of the King's Plantation extending from what is now Verret Street to the present boundary of the little town of McDonoghville, was deeded by the Spanish government to Luis Bonrepo. It appears that, in the previous December, the Cabildo had enacted a series of ordinances authorizing the alienation of unsettled crown lands. The governor was authorized to contract with individuals, to be known as "pobladores," to take over portions of these properties, on condition of putting them under cultivation. Bonrepo's grant was one of these. What he did to fulfil his obligation is not known. His holdings were, however, sold on December 12, 1770, to Jacques Rixner; who, on October 31, 1777, transferred the property to P. Burgaud. The latter left it to Martial LeBoeuf in his will, dated February 6, 1786. On August 9, 1805, the title of the tract of land which was subsequently occupied by the "city" of Algiers passed to Barthelemi Duverje, for a consideration of \$18,000.² Five days later Duverje disposed of a part of the estate adjoining the site of the present village of McDonoghville to Toussaint Mossy.³

A plan of the city of New Orleans and its suburbs, drawn in 1815, a certified copy of which still exists in the Archives of the Department of the Interior, in Washington, D. C., shows on the right bank of the river the plantation homes of the Duverje, LeBoeuf, and Verret families. Duverje's residence was a handsome structure of the old Colonial type, built of brick solidly laid in cement, with a row of gigantic pillars on each side, to support the galleries and the roof. It was built so substantially that even the shingles of the roof remained intact for sixty years. But for the fire which destroyed it in 1895, it would probably still be standing.⁴ In all likelihood the structure was erected in 1812. It was certainly in existence in 1817, as at that time a French traveler speaks of his vessel "hoisting sail opposite the Duverje plantation home, just above the powder magazines, and a short distance below the slaughter-pen,"⁵ or abbatoir, which then stood near Olivier Street. It was used by the original Barthelemé as a residence down to 1820. In 1869 the mansion was acquired by the parish authorities and converted into a courthouse. When, a year later, Algiers was annexed to New Orleans, the courthouse was listed among the assets transferred to the municipal government. It continued to be used as a courthouse down to the date of its destruction.

¹ Louisiana Historical Quarterly, Vol. I, No. 3, 76.

² Seymour, "The Story of Algiers," 7-19.

³ Coleman's "Historical Sketch Book and Guide to New Orleans," 288.

⁴ This building was reproduced at the World's Columbia Exposition, in Chicago, in 1893, as the Louisiana State Building.

⁵ Seymour somewhat vaguely attributes this quotation to "a work in the library of the Bibliotheque Nationale at Paris."—"Story of Algiers."

The Verret property extended from Vallette Street down to the slaughter-house. It was then a sugar plantation, owned jointly by the widow of Barthelemé Duverje and Furcy Verret. Upon the death of Mme. Duverje the property was divided, Verret taking the central portion, and the Duverje heirs acquiring the upper and lower extremities. The latter later sold a portion of the upper section to Francois Vallette and Mark Thomas, and a short time after, an adjoining section measuring about 400 feet front, to the Belleville Iron Works, of which J. P. Whitney was president. The name of Belleville was given to the suburb which thus came into existence. Of the section owned by Verret the part extending from the Belleville line to the site afterwards occupied by the Morgan railroad depot was sold to a company of capitalists, by which warehouses were erected along the river, principally for the storage of salt. These were called the Brooklyn warehouses; the settlement which grew up around them was called Brooklyn. One of these warehouses was standing in 1885.

The land lying above Verret Street was eventually acquired by a Madame Gosselin, who in 1834 sold the upper portion, between Verret and Olivier streets, to J. B. Olivier, son-in-law of the original Duverje. The lower section was purchased about the same time by the same company which established the Brooklyn warehouses. In compliment to Francois Vallette, a member of this company, the street which had hitherto been known as Gosselin was now renamed Vallette, a name which it still bears.

Furcy Verret dug a canal in 1814 to drain the plantation owned jointly by him and Madame Duverje. This waterway was for many years a feature of the vicinity. It connected with the Mississippi by locks and was much used by smugglers and fishermen coming up from the Barataria region to go to New Orleans. Among the former were Lafitte, Dominique You and others of the so-called "pirates of Barataria, who used the canal as a channel of communication between their settlements at Grand Terre, Chenière Caminada and Barataria. The canal was eventually disposed of for \$20,000 to the group of capitalists who bought the Gosselin property. It ceased to be useful about the time of the Civil war, and then gradually was allowed to fill up and has now disappeared. Originally, a square redoubt mounting two four-pounders stood at the Algiers end of this waterway. This tiny fortress commanded the approaches both by land and water. It was erected soon after the transfer of Louisiana to the Americans, possibly when Claiborne was expecting the British invasion, between 1812 and 1815, and probably antedated the canal. It was at this point that General Morgan succeeded in rallying his men, after their disastrous retreat from the battlefield below Tunisburg, on January 8, 1815. During the earlier stages of the battle Morgan had his headquarters at the Cazalar plantation residence at Tunisburg. In the hurried withdrawal from Cazalar's the British succeeded in taking the flag which was afterwards hung up in Whitehall, with the inscription, "Taken at the Battle of New Orleans."⁶ It is probable that in the vicinity of the old redoubt the re-enforcements sent by General Jackson under Humbert effected a junction with Morgan. All trace of the redoubt has disappeared,

⁶ Seymour, "The Story of Algiers," 11.

although as late as 1896 a fragment of brick wall was still pointed out as marking the spot where it had once stood.

Above the Verret canal was the property inherited by Mrs. Franklin Wharton from her father, Barthelmé Duverje. She sold it to the purchasers of the canal for \$20,000. Next stood the residence of Mme. Barthelmé Duverje, occupied by her in 1834. This property was acquired about that time by Mme. Mace, a well-known New Orleans modiste, whose establishment at the corner of Chartres and Custom-house was one of the landmarks of the city. The not-less-celebrated Olympe, a modiste of a later date, was a graduate of Mme. Mace's institution. The property of J. B. Olivier was situated below the Verret estate. Olivier's handsome home fronted on the public road. During the Civil war the Federals took possession of this building and used it as a hospital for negroes. When taken over the building was completely and handsomely furnished; when returned to its owner, it had been stripped of every portable object, and all its outhouses were in a state of ruin. The ground in the rear of the house had been used as a cemetery for negro soldiers, some 1,500 of whom were interred here. The remains were subsequently exhumed and removed to the National Cemetery at Chalmette.

Algiers figured in various ways in the stirring drama of Civil war times. Here it was that Raphael Semmes assumed command of the celebrated blockade runner *Sumter*, on April 22, 1861. On the 3d of June he formally placed the vessel in commission. On that occasion the Confederate colors were for the first time displayed over a sea-going vessel. The ceremony took place off the foot of Lavergne Street. The identical flag used on this occasion was subsequently transferred to the *Alabama*, and went down with her in the fight with the *Kearsarge* off Cherbourg in 1864. By a singular coincidence the last Confederate naval flag ever actually used afloat was lost with the *Webb*, when that vessel was destroyed to prevent capture by the Federal ships, within sight of the lower part of Algiers, after her memorable trip past the city four years after Semmes had first given his pennant to the breeze.⁷ Mention should also be made of another Civil war incident of which Algiers was the scene. It took place on the site of the old Belleville Hotel—which replaced the Hughes Hotel, one of the earliest hostelries opened in Algiers. It was at the Hughes Hotel that Capt. John G. Breshwood of the revenue cutter *McClelland*, received the famous dispatch of Secretary Dix, "If anyone attempts to haul down the American flag, shoot him on the spot."

Algiers was early noted for its dry docks and ship building enterprises. The first shipways were established in 1819, by Andre Seguin, a native of France, on the bend of the river opposite the French Market, at the head of the street afterwards called by his name. Seguin bought the site from the Duverje heirs. This was the first parcel of land which they parted with. Seguin's establishments was acquired by François Vallette, in 1837, and operated by him as a ship and spar yard. Later he sold it to James Bass, who turned it into a saw mill. At the close of the Civil war the property was owned by Vail & Follette, who revived the shipbuilding business there. Part of the plant was subsequently acquired by Olsen & Lawson, and later by Cothrell, Brady & McLellan.

⁷ Seymour, "The Story of Algiers," 14, 15.

When the last named firm gave up the site it ceased to be used for its original purposes.

The first drydock in Algiers was established in 1837 or 1838. It was built in Paducah, Ky., and floated down the Mississippi to Algiers. It was owned and operated by the New Orleans Floating Drydock Company. The dock was a small affair. It was intended to accommodate river steamboats only. The second dock brought to Algiers was built in 1839 at Pearlinton, Miss., and towed around to the mouth of the river and thence upstream to Algiers. It was the first Algiers dock intended to accommodate ocean-going craft. The first vessel of this sort which used it was the Suffolk, and for that reason the dock became known as the Suffolk dock. It was owned by Bailey & Marcy. Both of these two primitive docks were moored near the Seguin shipyard. The Suffolk dock underwent various changes of ownership, and in 1852 was purchased by the firm of Hyde & Mackie, by whom it was removed to Gretna, where it continued in use for some time. Marcy, a member of the original firm, built in 1842 the first dock ever constructed in Algiers. This was larger than either of its predecessors. In 1846 the Louisiana Dry Dock No. 1 was opened at Belleville, as a part of the general scheme of expansion engineered by the proprietors of the Belleville Iron Works. It sunk in 1849. This company built two other docks in 1848 and 1852. They were sunk in 1862 on the approach of the Federal fleet, to save them from capture. In 1855 the Crescent dock was established. This dock is memorable because it was there that the little merchant steamer Havana was altered into the commerce destroyer Sumter. At the Algiers dockyards were also built other Confederate vessels, notably the McRae and the Manassas. The Gulf Line dock, established in 1857, was purchased by the Confederate government and converted into a floating battery. The same was done also with another smaller dock, the Atlantic, built at the same time. The list of antebellum docks may be completed by mentioning the great dock, 300 feet long, built in Algiers—the largest ever constructed there—at a cost of \$450,000, for use in Havana, Cuba. This great structure was still in use in the Cuban port in 1885. At the outbreak of the Civil war there were twelve docks in all in operation in Algiers.

The war did not wholly interrupt this lucrative business. Some of the docks sunk at the time the city fell into the hands of the Federals were raised. Others were built, as, for instance, the Star dock, opened in 1867, and the Ocean dry dock, both constructed out of the hulls of steamboats dismantled for the purpose. The next dock opened in this era was the Good Intent, built in 1865 and 1866. The Vallette dock was built in 1866, and the Marine dry dock in 1871. One of the finest docks ever built in Algiers, the Louisiana, was launched in 1872 and accidentally destroyed in 1881. The changing conditions of commerce in New Orleans, particularly the growth in size of the ships frequenting the port, has affected the prosperity of the Algiers docks. The Johnson Iron Works, the Jahncke docks and the immense dock at the United States Naval Station have sprung up within the last twenty years and have today a virtual monopoly of the business.

Several attempts have been made to establish a navy yard in Algiers. The United States Government purchased a site in 1856. This was situated "half a mile below the Morgan depot," approximately in the situation where the present naval station is located. The property was

acquired from Bienaimé Dupeire. Although Congress made an appropriation for the purpose, nothing seems ever to have been done. The ground was gradually invaded by negroes, who on payment of a small rental were suffered to cultivate it in truck gardens. In 1901, largely through the efforts of Congressman Adolph Meyer, the Government was induced to locate here the largest dock then in existence in the United States. As it was of relatively little value without a navy yard, the later was authorized a year or two later and gradually constructed thereafter. The dock is available for merchant vessels which cannot be accommodated elsewhere in the port.

Algiers has suffered its share of disasters. Although the highest point on the Mississippi south of Baton Rouge, it has been several times inundated by high water in the river. This happened notably in 1855, as a result of the Bell crevasse, and in 1884, following the Davis crevasse. The latter submerged the entire rear portion of the city and the rest of the town was only saved from a similar visitation by the hasty construction of a "protection" levee a few blocks back from the river. The effect of the river current, perpetually eroding the bank at Algiers Point, has also been unfortunate. As early as 1844 an early and rapid rise in the river caused a considerable portion of the bank to cave in, carrying away the club house of the rowing club, and thus interfering for years thereafter with the evolution of what had previously been a popular pastime. In 1867 another serious landslide occurred, involving the destruction of a schooner which stood, nearly complete, on the ways. In 1894 the station house of the Grand Isle Railroad was engulfed, and in 1920 a similar disaster involved the ferry landing. Scientific methods adopted by the United States Government for the protection of the harbor of New Orleans have, however, minimized these accidents and made their repetition improbable.⁸

Financially, too, Algiers has suffered. The failure of the New Orleans, Opelousas & Great Western Railroad in 1869 as a result of its merciless exploitation during the Civil war, involved many consequences unfortunate for the town. The property was, however, acquired by Charles Morgan, and then by the Southern Pacific, by which it was built up into a great system. Its plant, including car shops, foundries, etc., and the wharves and warehouses used by the Southern Pacific steamships, were long notable features of the town and added in no small way to its prosperity. In 1895 a great fire swept over the most important part of the place. Over 200 homes were destroyed, leaving many families homeless and destitute and involving a loss of over \$600,000. This was the fire in which the Duverje mansion perished. As often happens in such cases, what then seemed a terrible disaster proved, in the long run, a blessing. Algiers was rebuilt rapidly and on handsomer lines than before. Today no trace of the fire is discoverable in the spacious streets and attractive buildings of this interesting part of New Orleans.

The expansion of New Orleans in the early decades of the nineteenth century was southwardly and westwardly, up the Mississippi. Hence, small communities, eventually absorbed by the ever-expanding city, sprang up along the river bank, in the vicinity of Delord Street, at Felicity Road, above First Street, in the neighborhood of Toledano and

⁸ Coleman's "Historical Sketch-Book," 289.

finally at Upperline Street. These settlements, in their order above Canal, were known as Delord, Annunciation (also called Nuns, or Religieuses), Delassize, Lafayette City, Bouligny, Rickerville, Burtheville, Hurstville, Foucher and Greenville. Above Greenville lay Carrollton. Of these the most important was Lafayette City, which was annexed to New Orleans in 1852. Long before that date New Orleans had spread up to the lower boundary of Lafayette. There was nothing to distinguish one municipality from the other except an imaginary line at Felicity Street. Originally, the boundaries of Lafayette were a line between Philip and First streets on the north and Toledano Street on the south, but the addition of the Faubourg Delassize in 1844 brought the lower frontier down to Felicity Road. Felicity Road was at first a dirt road between two plantations and received its name because of the perfect accord which prevailed between the owners on the adjoining estates on the subject of their boundaries. Lafayette extended back from the river all the way to Metairie Road, and theoretically, even beyond, but this rear section was never built up.⁹

The corporate existence of Lafayette covered nineteen years. When the Parish of Jefferson was formed out of the Parish of Orleans, in 1825, the suburbs of Annunciation, Lafayette and Livaudais were mere little scattered settlements on the edge of the river. But in 1833, however, they had grown so much as to suggest the desirability of consolidation. On April 1 of that year, therefore, the State Legislature passed an act combining the three into the City of Lafayette. Provision was made for the government of the new city by a Board of Council, composed of seven persons, each of whom was required to own in the corporation limits land of the value of \$500 or more. This board was empowered to elect its own president, but in most respects the municipality continued subordinate to the parish authorities. The president of the board was commissioned a justice of the peace by the governor of the state, but his authority extended only to criminal cases. As justice his salary was \$600, paid by the municipality. The board had authority to impose taxes, particularly upon occupations, and upon such water craft as remained within the corporation limits for more than one day.¹⁰ In 1843 the act of incorporation was amended to provide for an elective council and a mayor. These were to be chosen once in every two years. The council thereafter consisted of six members. Under the constitution of 1845, which reorganized the judicial system of the state, the Parish of Jefferson became the Third Judicial District, the seat of which was established in Lafayette. J. Calvitt Clark was appointed judge and served until Lafayette was incorporated into the City of New Orleans. In 1849 the number of children in Lafayette of educable age was 2,900, of whom 1,456 were boys. By the census of 1850 the little city had a population of 14,190, of whom 13 per cent were negroes.

The town presented curious contrasts. The rear part around Chestnut, Prytania and Nyades (St. Charles Avenue) was occupied by the charming residences of well-to-do merchants. Their mansions, surrounded by exquisite gardens, gave this quarter the air of opulence and good taste which caused this section of New Orleans long to be known as the

⁹ Dart, "Life of John Blackstone Cotton," 5.

¹⁰ Renshaw, "The Lost City of Lafayette," in the Louisiana Historical Quarterly, II, No. 1, pp. 47, 48.

Garden District. On the other hand, along the river front, particularly in the region known as Bulls' Head, were numerous private slaughter houses. Butchers in those days had the right to slaughter meat on their own premises. The pens where the cattle destined to market were kept after their arrival from Texas were located at the foot of St. Mary's Street. Few of the streets were paved, and those were laid with plank. From Tchoupitoulas Street back to St. Andrew, Josephine, First, Eighth and Ninth streets were thus equipped. The sidewalks for the most part consisted of two planks, laid parallel with the street and raised a few inches from the ground. Brick sidewalks were not unknown, but they were found only in a few neighborhoods, especially in the wealthier section near St. Charles. Communication with New Orleans was maintained by omnibus lines. There were lines on Tchoupitoulas and Magazine which ran down into New Orleans; one on Prytania, which, however, terminated at Felicity Road, and later on, one on Apollo, as Carondelet Street was called. On Jackson Street there was a railroad on which ran two-story cars drawn by mules harnessed tandem. On Nyades Street the dummy line which operated between Lee Circle and Carrollton offered still another means of getting downtown.

The first market was established on Jackson Street, between Rousseau and Tchoupitoulas. The Magazine and Ninth Street markets were established soon after. The Soraparu Street Market was being planned when Lafayette became part of its expanding neighbor city. The religious interests of the community were cared for by various denominations, including the Catholic, Presbyterian, Episcopalian, Methodist and Jewish. The first named were represented by the Redemptorist Fathers, who settled early in Lafayette, establishing the remarkable group of churches and charitable institutions at Josephine and Constance streets. There was one newspaper, the Louisiana Statesman, edited by J. F. H. Claiborne and J. G. Fanning and published by the latter at an office on Jackson Street, near Rousseau. There were no banks in the little city, but its business was considerable and lucrative. The arrangements for sewage and drainage were primitive. When the river was sufficiently high a stream of water from it was allowed to enter the gutters which flanked every thoroughfare and they were cleaned; but otherwise no attempt seems to have been made to attend to what, at a later date, is considered a very essential condition of public health. In 1849 James H. Caldwell proposed to introduce gas as a street illuminant in place of the system of oil lamps which had till then been deemed adequate. There is no record of this proposition having been accepted, but a tradition is to the effect that Caldwell did obtain a contract and did install a gas system.¹¹

The growth of Lafayette was due to the steady stream of immigration which was attracted to it, especially people of Irish and German birth. Their thrift soon made Lafayette an active competitor of the larger city, from which it principally received the overflow of business. "It was a thriving, growing, busy place, with wharves and shipping, cotton presses, slaughter houses and business establishments and offices of all kinds."¹² The identity of interests of the two adjacent communities led, as has been said, to their consolidation in 1852. By the act of consolidation the City of Lafayette became the Fourth District of New Orleans. It was

¹¹ See Renshaw, 53.

¹² Dart, Cotton, 6.

divided into two wards, known as the Tenth and Eleventh wards of the city.¹³ But, curiously, although Lafayette thus became part of New Orleans, it continued to form part of Jefferson Parish. The Legislature was, as a matter of fact, unwilling or incompetent to alter parish boundaries, and it was not till a new state constitution was adopted later in that year that this anomalous condition was rectified.¹⁴

The annexation of Carrollton, which took place in 1876, gave New Orleans much of the area which it occupies today. This part of the city occupies what was originally a plantation owned by Chauvin de la Frenière, the leader of the revolt of the colonists against the Spaniards, who was shot by O'Reilly in 1769. After his death it passed through various hands, and was granted by the Spanish government in 1795 to Jean Baptiste Macarty. This grant was confirmed by the American Congress in 1823. The Macarty mansion stood in the vicinity of the foot of Clinton Street. It was long ago destroyed by the caving in of the river bank at this point. Macarty subsequently disposed of the upper portion of his estate to Ludgère Fortier. An undivided half interest in the remainder, comprising all the territory from the Foucher tract to the Protection levee, and from the river to the New Canal, was bought in 1833 by the Canal and Banking Company. The company paid \$130,000 for the property, but by selling off the slaves and improvements the net investment was reduced to \$85,000. This land was thereupon laid off into lots and sold at an enormous profit. The town as thus planned was named Carrollton, in honor of General Carroll of Kentucky, who had commanded a division in the American army at the Battle of New Orleans. Carroll's Kentuckians, who helped materially in winning that victory, camped in 1814 in the neighborhood of Clinton and Adams streets; the name was therefore highly appropriate.

The plan of the new town was drawn by Charles F. Zimpel, a German surveyor, after whom one of the streets was named. Interested in the development of Carrollton at this early date were Laurant Millaudon, who owned a plantation abutting on the street which is called after him; Samuel Kohn, and John Slidell. The first house was built in Carrollton in 1834 by Samuel Short, whose memory is likewise perpetuated in the name of one of the prettiest streets in this part of New Orleans. Others who build about this time were Charles Huso, James McIntyre and William Jones. Huso's residence stood at the corner of Levee and Short streets. The house was in good repair down to the Civil war, when it was destroyed. The sites of the other buildings lay beyond the present line of the levee, and are therefore now under water.

The sale of the Carrollton lots inaugurated the period of wild speculation in New Orleans real estate which preceded the panic of 1837. Those who purchased from the Canal Bank re-sold in many instances at twice, ten, even a hundred times what they had paid. Some of the lots, lying in the rear of the new town, were in the swamp and derived their value solely from the fact that they were less than five miles from Canal Street, and therefore in a region which, it was confidently expected, would, within ten years, support a population of 1,000,000 people.¹⁵ The

¹³ Act 72 of 1852.

¹⁴ Renshaw, 48; Dart, 8.

¹⁵ T. P. Thompson, "Early Financing in New Orleans," in *Publications of the Louisiana Historical Society*, Vol. VII, 32.

panic of 1837 put an end to these fantastic operations, and ushered in a period of saner and more durable prosperity.

Carrollton was incorporated in 1845. The charter provided for a mayor and a council of six members. The first mayor was John Hampson. The first council was composed of Dr. John Bein, George B. Mason, Jacob Goldstein, Solomon Cohn, Atwater C. Ives and Frances C. Zeller. The other officers of the municipality were a comptroller, treasurer, surveyor and "commissary of streets," or street commissioner. To those positions were elected respectively Chauncey C. Porter, James Gilbert, Levi A. Heaton and Benjamin F. Blake. From this time down to the date when Carrollton became part of New Orleans, the mayors were, in the order of their election: Timoleon LeSassier, Henry Mithoff, John Hampson (second term), Henry Mithoff (second term), Edward Meegel, Dr. John L. Donellan, Henry M. Gogrove, Benjamin Mason, Archibald S. Ferth, Samuel Pursell, Frances C. Zeller, Theodore Meeks, Dewitt F. Bisbee, Zwinglius McKay and Albert G. Brice. Mr. Porter continued to be comptroller practically throughout the corporate existence of the town. W. H. Williams became city surveyor in 1853 and served till 1876.

Carrollton was in communication with New Orleans and the intervening settlements both by a road, which ran along what is now St. Charles Avenue, and a street car system, which paralleled the road. The latter was in operation in 1835. It was one of the first railroads built in the United States, its only predecessors, so far as known, being the Pontchartrain Railroad, and a line in New York. Laurent Millaudon was one of the first presidents of this road. Its charter permitted it to extend up to Baton Rouge, but no attempt was ever made to extend it beyond Carrollton. Steam "dummies" were used on this road from 1845 till almost the end of the century, when they were replaced by electric power. At the head of St. Charles Avenue stood the picturesque, battlemented station of the road, which remained in use down to 1896, when it was torn down to make way for the present levee. Adjoining this structure were the Carrollton Gardens, an ante-bellum resort of great fame, which came into existence in 1836 and likewise disappeared when the necessity arose for building the new levee. The hotel, which stood in the midst of the flower beds and shady oaks, was burned in 1841, but immediately rebuilt. In this building Thackeray, the novelist, was banquetted during his visit to the city in 1855; and so also was the French general, Boulanger, nearly thirty years later. In this vicinity, too, was the steamboat landing. The levee near the Gardens was set with rows of "china ball" trees, and it was a favorite diversion of New Orleans in the early '80s to ride up to Carrollton, dine at the hotel and stroll in the twilight along this pleasant promenade. Among the early managers of the hotel were Martel Paulet and Daniel Hickok.

The shell road on Carrollton Avenue leading to New Orleans was made in 1870, under the administration of Mayor Meegel. This road was projected as early as 1839. In January of that year the city council of New Orleans had under consideration a plan to open a shell road "from Carrollton to the Canal Company's new road," where it was to connect with a similar road leading from Canal Street out to the Metairie race course. But nothing seems to have been done till the enterprise of the thriving little suburb carried out this improvement. St. Charles Avenue remained an unpaved road down to recent years, and the present asphalt

pavement was laid throughout its length in the present century. Carrollton Avenue was laid out in 1846, and sidewalks were added in 1850. In 1871, under Mayor Bisbee, the paving of the sidewalks was begun generally throughout Carrollton. Gas was introduced in 1872 by a main connected with the Sixth District plant. Fire wells were introduced in 1874, although a fire department had existed as early as 1849, when Henry Deibel was elected its first foreman. The first church was the Methodist Episcopal. It was erected in 1843, on the east side of Jefferson Street, near Third. The first Catholic Church was built in 1847, on Cambronne Street, between Second and Burthe. A second Catholic church was erected in 1870, at the corner of Cambronne and Burthe. The first German Protestant church was established in 1849, on Zimpel Street. The first Presbyterian church dates from 1855. It stood on Burdette Street, between Hampson and Second. The Catholic Orphan Asylum was founded in 1845. The first newspaper in Carrollton appeared in 1849, from the press of Peter Soulier. It was The Carrollton Star, and the editorial offices were at Levee and Cambronne streets. This publication died a natural death in the midst of Civil war turmoils, but its publisher, migrating to Gretna, on the opposite side of the Mississippi, revived it under the name of the Jefferson Sentinel. A second newspaper, the Louisiana Register, kept the people of Carrollton informed regarding current events in 1868. Its editor was Amos S. Collins. The first dry goods store was owned by Christian Winter. It was opened in 1836 at the corner of Monroe and Zimpel streets. Solomon Cohn established a rope walk about the same time.

Among the early settlers were Pierre Soniat, Amos S. Collins and Francis Shuler. The first brick house in Carrollton, known as the Stringer Place, was erected in 1836, in the square bounded by St. Charles, Pearl, Burdette and Adams. In that year, also, a number of residences were erected by the railroad company. They were situated on the west side of Dublin Street, near Hampson Street. In 1836, also, Francis Babin, F. C. Zeller and Levi A. Heaton, all later prominent in the affairs of the little city, settled in Carrollton. Frederick Kern and Herman Thieler settled there in 1837; William Mithof, who had previously visited Carrollton as an assistant to Zimpel in making the first surveys of the town, made his home there in 1839; George Wills, in 1837; Christopher Kerner, in 1840; Wanderlein Herrle, in 1841; Frederick Fischer, in 1839; Trubert Bosch, in 1837; Jacob Roesch, in 1839; Henry Gogreve, in 1840; Henry Deibel, in 1837; Simon Oesterly, in 1837; Frederick Brown, in 1838; William Mayo, in 1840; Mrs. Elizabeth Augustine, in 1838; Henry Jurgens, in 1837; Gottlieb Bubeck, in 1838; Enoch B. Robinson, in 1839; Gabriel Spahr, in 1837; John Coleman, in 1841; Jacob Clausen, in 1838; and Samuel Pursell, in 1839. Judge Brice settled in Carrollton after the Civil war. Judge Pardee, afterwards a distinguished member of the United States bench, was for many years also a resident of Carrollton. Before the Civil war the celebrated lawyer, Christian Roselius, made his home on Carrollton Avenue, not far from St. Charles Avenue.

A public school system was established in Carrollton in 1845. The first school was built in that year at the corner of Dublin and Hampson streets. Ten years later a larger building was erected for the same purposes at Jefferson and Washington streets. A central high school followed in 1858. The high school, however, was unsuccessful. It was

abandoned for lack of patronage. A second high school was erected in 1867, but was also given up for similar reasons. The secondary schools, however, prospered. There were, moreover, a number of private schools which were well patronized, particularly those under the superintendence of the Catholic church and of the German Protestants. The old courthouse on Carrollton Avenue is now the McDonogh School No. 23.

The first market house was opened for use in 1846. The second market was established by Frederick Fischer, who was authorized to pay himself for the outlay involved out the revenues collected during the first fourteen years of its existence. The building was erected by John P. Hecker. This market was in use down to 1916.

In the construction of levees Carrollton had the co-operation of New Orleans, inasmuch as the larger city was vitally interested in the maintenance of these defenses against flood, having suffered acutely from the breaking of the levees in Carrollton in 1799 and 1816. The latter "crevasse," due to a double break in the levee, near the foot of Leonidas Street, was one of the most serious in the history of New Orleans. This danger led to the construction of a levee at the head of St. Charles Avenue, which was regarded in its time as a mammoth construction; it was situated fully 600 feet further out than the line occupied by the present mighty embankment, 25 feet high. The older levee was completed in 1876; the present one was begun after the high water of 1896 had shown the inadequacy of its predecessor. It was finished in 1916.

The movement for the annexation of Carrollton to New Orleans was started in New Orleans. It was not supported in Carrollton. At that time the municipality was out of debt, except for some bonds which had been issued for paving and sidewalks and those issued to the Jefferson City Gas Light Company. The growth of New Orleans, however, rendered annexation imperative, and the Legislature passed Act 74 of 1874, by which "all that portion of the Parish of Jefferson being and lying below the center of Upperline Street of the City of Carrollton, commencing with the Mississippi River and extending northwardly along the center of said street to its terminus, and thence along the center of the line of the New Orleans & Carrollton Railroad to Lake Pontchartrain"—which were the boundaries of the City of Carrollton—should constitute part of New Orleans, under the title of the Seventh District. At the same time the annexed territory was divided into the Sixteenth and Seventeenth wards. These divisions still exist.¹⁶ The annexation was, however, not consummated till two years later.

Neither West End nor Spanish Fort have ever had any corporate existence apart from New Orleans: The former owes its origin to the Mexican Gulf Ship Canal Company, which, in 1871, was authorized by the State Legislature to "excavate canals and build protection levees within the limits of the Parish of Orleans."¹⁷ With the earth excavated from the canals an embankment was constructed approximately 800 feet out in Lake Pontchartrain beyond the then existing shore line. In this

¹⁶ The data embodied in the foregoing sketch of Carrollton is taken from an article by E. K. Pelton, in the *Picayune* for March 13, 1916. Pelton derived his information from an address made in 1876 by W. H. Williams on the occasion of the celebration in Carrollton of the Centennial of American Independence, at which time it was deemed appropriate to review the history of the municipality.

¹⁷ Act 30 of 1871.

way a deep water basin would be created which would serve as a harbor for vessels and at the same time provide a low area basin for the drainage of the city. The project contemplated also the erection of extensive wharves, switch tracks and connections with the trunk railroads. The company, however, became involved and eventually, under Act 16 of 1876, the city entered into an agreement with it for the purchase of all of its rights for the sum of \$30,000 in drainage warrants.¹⁸ The system of drainage of which the West End basin should have formed a part was never carried into effect. The West End property, therefore, never had any part in any drainage or levee system properly so called. The embankment was only partly built by the Mexican Gulf Company. It was completed by the city, from the Seventeenth Street Canal to the New Basin Canal, a distance of about 2,200 yards. This embankment was nearly 100 feet wide at its top and was about 8 feet above the main lake level.

In 1869 the State Legislature granted to the New Orleans & Metairie Railroad Company the right to extend its Canal Street track from the then terminus at the cemeteries to West End. As a feeder for this extension the New Orleans City & Lake Railroad, which had succeeded to the New Orleans & Metairie Company, leased from the city in 1880 for a period of thirty years the embankment above described.¹⁹ A platform approximately 400 feet square was erected on the north side of the embankment, and thereon rose a large hotel, built of wood; a restaurant building, and various structures intended to house amusements of one kind or another. The rest of the embankment was laid out as a garden, and along one side ran a shell road which was much patronized by carriages. This was known as the West End Lake Shore Park. For a long time it was very popular with pleasure seekers in the city. The lease provided that at the expiration of the contract all the improvements at West End should become the property of the city. As the time drew near, the New Orleans Railway & Light Company, which had acquired the various properties of the New Orleans City & Lake Railroad Company, sought an extension of the franchise. But the city officers would consent only under condition contemplating very extensive improvements at West End. These the company was not willing to accept. For three years the railroad was permitted to operate the resort on an annual agreement, in consideration for which the place was maintained in good order and condition. In May, 1909, the company acquired Spanish Fort and began to improve it with a view to make it a lakeside resort which would be completely under its control. In connection therewith transportation facilities had to be provided which could be most conveniently supplied by extending the West End Road along the lake shore on Adams Street. An application was made to the city council for a franchise to cover this two-mile extension of the railroad. But it was evident that the development of Spanish Fort would operate injuriously upon West End, and Mayor Behrman, realizing that the city was without funds with which to improve the latter point, took advantage of the opportunity to stipulate, as a condition of the desired concession, that the company should loan the city the sum of \$175,000 over and above the percentages fixed by the city charter as compensation for the franchise. This arrangement was agreed to, and an act was passed by the State Legislature to author-

¹⁸ Ordinance of May 26, 1876.

¹⁹ Ordinance 6316, A. S.

ize the loan and fix the rate of interest thereon and method of liquidation.²⁰ The liquidation of the loan was to be effected out of the revenues from the West End Lake Shore Park.

Shortly after this act went into effect the city undertook the development of West End in accordance with a plan prepared by City Engineer W. J. Hardee in 1902. The first work was the construction of a sea wall. This was located 500 feet out in the lake, north of the old embankment, and parallel thereto. The area thus inclosed was subsequently filled in, and in this way about thirty acres was added to the park. This wall was completed in July, 1912, at a cost of \$68,255.34. The fill was accomplished at an outlay of \$45,152. In view of the limited area of the park, it was decided to exclude from it all amusement features, but a part of the old lagoon, or reservoir, in the rear of the original embankment, was filled in with a view to accommodate these enterprises. In this way a further area about 500 feet square has been created at the western extremity. Among the features installed within the last few years is a great "prismatic fountain," which cost \$24,000. The total expenditures have been \$352,000—the amount over the sum loaned by the railroad company having been appropriated by the city out of its reserve funds dedicated to public improvements.

West end is, therefore, city property in the same sense that other parks and resorts are. It is under the administrative control of the West End Lake Shore Park Advisory Board. The handsome clubhouse of the Southern Yacht Club, erected in 1921, is located at West End. The bath-houses which have long been a feature of the resort came into existence in 1862, when A. Fredericks and Theodore Brunning erected there the first establishments of that description. The hurricanes of 1893 and 1915 did great damage to these structures, but they were promptly rebuilt. The improvements at West End were not completed in 1921. They will be carried on until there has been created here a magnificent pleasure ground unique in the South in the beauty of its location.

Spanish Fort, which is likewise a pleasure resort on Lake Pontchartrain, was a history which runs back into colonial times. When Carondelet undertook to restore the fortifications of the city, he gave orders that an old brick fort which had been erected some time previously at the mouth of Bayou St. John, on the shore of Lake Pontchartrain, should be put in repair. He stationed a garrison there in 1793. At this time it was known as Fort St. Jean, or San Juan. The fortifications had a frontage of 120 feet and depth of 80, "and all that there was within its walls." It adjoined a triangular piece of land granted in 1771 to Jean Lavergne by the Spanish government through Governor Unzaga. Fort San Juan, though garrisoned, was never considered an important point in the defenses of the city. The Spaniards, however, strengthened it during the time that the British were in West Florida, in 1776. Here also troops were stationed in the War of 1812, to prevent an advance of the British through Lake Pontchartrain, or at least to observe and give warning in case such approach were attempted. A volunteer company of artillery, under Lieutenant Wagner, was sent thither in 1814, and in December General Jackson sent thither Major Plauché with his battalion. After 1815 Fort St. John enjoyed a long period of somnolence, disturbed only in the opening months of the Civil war, when a Confederate

²⁰ Act 9 of 1910.

garrison occupied it. These forces remained for about eighteen months. In February, 1865, it was defended against the Federals by Confederate troops under Gen. Randall Gibson, in one of the very last actions of the Civil war.

Spanish Fort has a civil as well as a military history. It was already a pleasure resort of a kind in 1825. In that year the Duke of Saxe Weimer, who visited New Orleans and wrote a volume of reminiscences, stated that the fort, "which has lost its importance since the erection of Chef Menteur and Petites Coquilles," had been abandoned and a tavern was then being erected on the site. "Behind the fort," he writes, "is a public house called the Ponchartrain Hotel, which is much frequented by persons from the city during the summer." Gambling seems to have been one of the attractions, as the duke adds: "I recognized the darling amusement of the inhabitants in a faro and roulette table." Two years before this time Harvey Elkins had obtained possession of the fort, under the terms of the act of 1819, by which the Secretary of War was empowered to sell all obsolete military reservations. He built in 1824 the hotel referred to by the ducal writer, and operated it down to his death 1834. The property was inherited by his nephew, Samuel Elkins, who died a year later, and left his interest to sisters and brothers residing in Canada. These sold it to John Slidell, who renamed it the Spanish Fort Hotel. Subsequently it passed into the hands of the Millaudon family, who sold it in 1874 to the Canal Street, City Park & Lake Railroad. The building was in bad repair; it was rebuilt in 1874 by the railroad company. The railroad was constructed with Northern capital. A man named Brott supplied the money, and W. H. Bell, then city engineer, built the road. The company failed in 1877, and its belongings were sold to Vincent Micas, who a year or two later disposed of it to Moses Schwartz. Schwartz operated it successfully for several years, a Captain Williams being in charge of the road, with the title of superintendent.

In 1883 Spanish Fort was at its zenith as a resort. In that year a theater was built which was regarded as remarkable in its comfort and splendor. This structure was demolished in 1897. Schwartz built the casino in 1881. This was the scene of many notable events, among them a lecture by Oscar Wilde during the "esthetic's" tour of the United States. The building was partially wrecked by a storm, and then caught fire and was totally destroyed on October 14, 1906. The railroad was sold in 1896 to the East Louisiana Railroad Company. The latter corporation contemplated organizing a transfer system to connect Spanish Fort with properties owned by it in St. Tammany Parish. It was at this time that the long wharf and trestle was built out half a mile over the water to make a proper landing place for the steamer St. Charles, which plied between Spanish Fort and the resorts on the north end of Lake Pontchartrain. This boat, however, was burned at her moorings at Spanish Fort in November, 1896. Ten or twelve years later the charter of the New Orleans, Spanish Fort & Lake Railroad expired. The property was thereupon acquired by the New Orleans Terminal Company, which shortly afterwards sold it to the present owners, the New Orleans Railway Company. Since this event Spanish Fort has been revived, and has enjoyed some of its old-time popularity as a resort.

Spanish Fort possesses several interesting buildings, one of which, the lighthouse, dates from 1811. Robert Gage served as keeper of the lighthouse from 1866 till his death in 1895. He was succeeded by his

widow, and she in her turn by her daughter, Mrs. M. E. Coteron. The pioneers of the restaurant business at Spanish Fort were the Alberti Brothers, who settled there after the Mexican war. The elder, Lorenz, was manager of the restaurant at which Thackeray enjoyed one of the numerous banquets served in his honor in 1855. General Grant was entertained here at a dinner given in his honor by Dr. Choppin. In 1878, while some dredging was being done in the canal, the wreck of the tiny iron submarine torpedo boat Hunley, built in New Orleans in 1861, was discovered. This boat was never used in war. It sank in the bayou while being experimented with, causing the death of three sailors. It was, however, the prototype of the little vessel which sank the Federal battleship Housatonic in Charleston harbor in 1864. The recovered boat was long a curiosity of the Spanish Fort Gardens, but is now in the grounds of the Soldiers' Home at Camp Nicholls. One of the points of interest at Spanish Fort are three graves just outside of the old fort; nothing is known regarding them. In 1910 the fort was stripped of the few cannon left there since Civil war times and these ancient weapons were fittingly deposited in the State Museum at the Cabildo.

The suburb of Gentilly was another settlement which was never incorporated. It really lay within the limits of the city, and disappeared when the expanding city enveloped it with streets and houses. It occupied part of what was known as Gentilly Ridge, the highest tract of land in the municipal area. Several miles of the ridge lie at an elevation of about 14 feet above the river front. It begins at the intersection of the Bayou Road, Grand Route St. John and the Gentilly Road, and extends down to Chef Menteur. Gentilly Road ran from Grand Route St. John to a point two miles below the People's Canal. In the latter part of the eighteenth and the early part of the nineteenth century plantations and brickyards lined this road on either side for much of its distance. They extended in depth on the city side to the Marigny Canal and on the lake side to the boundary of the extensive properties belonging to Alexander Milne. When the Jesuit Fathers first settled in Louisiana they selected the high land facing Bayou Sauvage for agricultural purposes. A building erected by them was still standing in 1906 near the Louisville & Nashville Railroad crossing. The Fair Grounds race course occupies a part of the old Fortin plantation. The Broad Street car barn stands in one corner of the old Gueno, or Kernion, estate. As one went down the road he passed in succession the old Howe, Martin and Bermudez brickyards, and the Angelica, Mantell, LeBeau, Darcantell, J. B. Dejean, R. C. Smythe and Daniel Clark plantations. In later years these place fell into the hands of new owners, among them the Hopkins, Miltenberger, Blanc, Vance, Lavergne, Barret and Soyès families. The élite of New Orleans formerly frequented these old plantations. What the charm of this neighborhood was in the days before it was built over may be inferred from the "Highland" oak grove, at the corner of Gentilly Road and London Avenue, only a few squares from the Broad Street car barn. In 1906 this grove covered four blocks, and extended from the Gentilly Road to the Marigny Canal, along the tracks of the Frisco Road.

The first race course in New Orleans was located at Gentilly Road and Elysian Fields, and covered nearly 100 acres. This place was reached from the city in carriages, which bumped over the cobblestones

on Bayou Road out to Gentilly; or in the cars of the old "Lake Pontchartrain Railway," opened in 1825, of which J. B. LeBeau was first president. It is said that when the engine got out of order on this road sails were hoisted on masts provided for that purpose, if the wind were favorable, and the trip could be completed in this unique way. Many years previously there was a market near the St. Rose de Lima Church. This was called Indian Market, because hither the Indians paddled up in their pirogues with produce, baskets, etc., to the Broad Street Canal, and thence carried their wares over to this market, where they were offered for sale.

In the same way that Gentilly gradually disappeared in the encroaching city the other settlements which formerly environed New Orleans have been surrounded and absorbed. So disappeared the Faubourg Trémé, which lay a little to the northeast, immediately outside of the old walls of the Vieux Carré. Below the city, on the lower side of Elysian Fields, was the Faubourg Marigny, and below that was the Faubourg Daunois. The suburb of Washington lay still further down the river, and behind it, stretching out towards Milneburg, were the suburbs of Frank and Darcantel. The Faubourg Declouet, which was at the lower extremity of the habited portion of the city, in 1815, spread over the territory in the vicinity of the United States barracks. In 1815 the Faubourg Declouet boasted a distillery and a powder factory. At Rampart Street the Rue des Ursulines came to an end at the wide-spreading campus of the College d'Orleans, which, with the still-extant Polar Star Lodge, stood in the Faubourg St. Claude. The Bayou St. John was sufficiently remote from the populous part of the city to be regarded in 1815 as a summer resort. Its idyllic expanses were fringed with the summer homes of prosperous New Orleans families. There, at the point where the Bayou Bridge now crosses the stream, at the foot of Esplanade Avenue, was the pretty settlement of St. John's Burgh. And finally there was the village of Milneburg, which still stands on the shore of Lake Pontchartrain at the mouth of Bayou St. John, so remote from the rest of the city that it retains its identity unimpaired. It takes its name from the eccentric Scottish millionaire, Alexander Milne. Milne believed that the air of the cypress swamps was particularly healthful. Perhaps that was why he favored the lake coast and built up the town which bore his name. Milneburg stood on a part of his domain. At one time the little town was the most fashionable of the lakeside resorts. There was in the later '60s the landing place of the Morgan "side-wheeler" which plied between Milneburg and Mobile. Later the steamer Camilia ran between Milneburg and the resorts on the northern shore of Lake Pontchartrain. Adah Isaacs Menken, actress and poet, was born in Milneburg in June, 1835. The place has a claim to fame, also, as the site of some of the most noted restaurants in New Orleans, at a time when the city was noted for good eating. Among these was Boudro's, an establishment which had the honor of entertaining Thackeray, and to which the great novelist alludes in one of his books. Boudro was employed by Mme. Pontalba as chef in the household which that magnificent lady formed for Jenny Lind, when the diva was in New Orleans as her guest.

CHAPTER XLVII

MEDICAL PROGRESS, 1900-1922

Although in this chapter we must concern ourselves mainly with men belonging to the present century notable in connection with medical progress in New Orleans, it is necessary for historical completeness to mention briefly certain outstanding figures of the preceding generation. If any apology is necessary in this connection let it be rather for alluding to so few among those whose work, in various lines, contributed toward preparing the way for the scientific triumphs of our own time, some of which were foreshadowed in prophetic visions by those pioneers of the earlier day, as evidenced by their written legacies of professional wisdom. It is meet and proper to pause, while giving praise to living champions of the conquering armies of science, to do honor to the immortal dead, men whose frames have long been dust, but whose spirits still speak to us from deathless pages; men whose faith and works shine out all the brighter because of the comparative darkness of the days in which they labored.

The most conspicuous figure among the medical men of New Orleans during the closing years of the past century was Dr. T. G. Richardson, professor of anatomy for fourteen years in Tulane University, and then for seventeen years professor of surgery, besides being dean of his faculty during the last twenty years of that time. Doctor Richardson came to New Orleans in 1858 with the prestige of having taught in the Medical School of Louisville, Kentucky, and of having been later professor of anatomy in the Pennsylvania Medical College, besides being the author of a successful text-book on the "Elements of Anatomy." Even in those early times the fame of New Orleans as the seat of a great medical school was great, and Doctor Richardson's distinguished personality as dean of that school gave undoubted éclat to its faculty through a long series of years when personality counted for more than it does in these days of diversified teaching. To the medical student of today, going an appointed round of work in the Medical Department of Tulane University, the name and fame of Dean Richardson, who died in 1892, is more than a memory, because every time he raises his eyes to the splendid Richardson Memorial Building, donated through the munificence of his widow, Mrs. Ida A. Richardson, that student has cause to honor the name in which such facilities for training in his chosen profession are made available.

Dr. Stanford E. Chaillé, who succeeded Professor Richardson as Dean of the Medical School, was also one of the most notable men of the epoch during which they were fellow members of the Faculty, surviving his predecessor, however, until 1911. Doctor Chaillé retired as Dean of the School of Medicine in 1908 after twenty-three years' service in that capacity, and at the conclusion of half a century of active teaching, during which time his remarkable intellect and his exceptional ability to impress on the minds of students the abstruse subjects which he taught continued unimpaired. His command of language was most unusual, while his analytical method of elucidating the mysteries of

physiology and pathology is remembered with gratitude and admiration by a legion of disciples widely scattered over the South.

It was inevitable that a man of such intelligence should be called upon for public service outside the line of his work as a teacher of medicine. He was chairman of the Government Commission sent to Havana in 1879 to study yellow fever following the great epidemic of the previous year, and it will be remembered how ably he served the National Board of Health as it is supervising inspector in the years 1881-82 and 1882-83 at a time when certain interior states had become distrustful of the administration of maritime quarantine at New Orleans, with the result that the National Board undertook to exercise a sort of friendly supervision, in order that internal quarantines might be avoided.

At that time Dr. Samuel M. Bemiss, also a distinguished professor of the local medical school, was resident member of the National Board of Health. Despite the development of considerable friction between the Federal and State Health authorities, there can be no doubt but that the high standing of Doctors Bemiss and Chaillé did much to allay apprehension in the minds of interior communities.

At various times Doctor Chaillé delivered popular lectures on hygiene. Though unsparing in his denunciation of feminine vanities prejudicial to health, his special lectures to women audiences were always crowded to overflowing with fashionable women. Possessed of a keen sense of humor, with infinite kindness of heart, Doctor Chaillé's manner was yet characterized by a sort of cheerful aggressiveness which students having occasion to interview him often found disconcerting. There was a particular chair in which the interviewer had to sit facing the Dean, and woe betide the rash youth who ventured to move it. As illustrating Doctor Chaillé's disposition to discourage "bumptiousness," an anecdote is told of how a student, intent on "showing off" before the class, stopped the Dean in the main hall of the Charity Hospital to ask him if it is true that fish make a good brain food, whereupon the Dean, after a moment's pause, replied with a twinkle in his eyes, "Yes! You go and eat a whale!" The fame of his pungent wit and frank speech made even experienced physicians a little shy of meeting him in debate, but withal he was so absolutely fair that nothing he said ever rankled. At the time of his retirement he was undoubtedly the most widely known and generally admired of the older physicians of Louisiana.

Dr. Albert B. Miles, who died in August, 1894, and whose name has been perpetuated by the erection of the superb Miles Amphitheater of the Charity Hospital with money bequeathed by Doctor Miles for the object, is also remembered on account of his brilliant attainments as surgeon and his lovable personality. Having grown up in the hospital, serving successively as an interne, as assistant house surgeon and house surgeon, he recognized the great need of the institution for improved facilities in the line of operative surgery which he had done so much to develop, and being claimed by death at a time when, as the head of the hospital, he was busy planning improvements, he left as a posthumous gift one of the noblest bequests a physician ever gave to sick and suffering. Spotless in its finish of tile, porcelain and germ proof enamel, brilliant with sunlight by day and the glow of electric globes by night, that lofty amphitheater, with its endless service of life-saving skill and its concourse of eager students, stands today "a monument more endur-

ing than brass," worthy of the gentle spirit of the man with the boyish face and the genial smile who gave it to the city.

No story of the Charity Hospital can afford to omit mention of Dr. Andrew W. Smythe, who was a famous house surgeon in the dark days of the Reconstruction period. A native of Ireland and a republican in politics, the sterling honesty of the man, together with his boldness and success as a surgeon, won him respect, even in those days of bitter political feeling. Up to the time of his return to his native island he remained one of the notable men of New Orleans. Besides his record of able management of the hospital in the days of its direst poverty, Doctor Smythe, while still a young man, earned fame as the first to perform a successful ligation of the innominate artery, a large blood vessel just one step removed from the heart, in the depths of the thorax. When he reported that operation not long afterward at a meeting of the American Medical Association in New Orleans, it attracted comparatively little attention "because the operator was unknown," the great surgeons present being apparently skeptical on the subject. Fortunately, however, the man operated upon came back to the hospital in after years, where he died from another cause, affording opportunity to verify the result of Doctor Smythe's skill by a post-mortem dissection of his chest.

Doctor George K. Pratt, who succeeded Doctor Smythe as house surgeon of the Charity Hospital with the incoming of the democratic state government under Governor Francis T. Nicholls in 1876, besides being a bold and successful surgeon, possessed qualities of leadership which made him conspicuous as a citizen. He served for years as a member of the State Board of Health, where his initiative and energy contributed no little toward the sanitary progress made by the city in the period of its long exemption from yellow fever. Doctor Pratt is living at the time of this writing, but has entirely withdrawn from practice.

Dr. Arthur W. De Roaldes, who also served a term as house surgeon of the Charity Hospital, subsequently became distinguished in connection with the founding of the Eye, Ear, Nose and Throat Hospital, an institution of which New Orleans is justly proud, and with which the name of Doctor De Roaldes is inseparably associated. From the time of its first inception up to the last years of his life, its development and welfare were the dearest objects of his heart, and though aided by a devoted staff, with an unusually capable Board of Administrators, it is generally considered that he individually is entitled to most of the credit for its success. Doctor De Roaldes belonged to a distinguished French family and made regular pilgrimages to France, where by association with the clinicians of Paris he kept in touch with every advance in the specialties to which his hospital was dedicated. In 1904 Doctor De Roaldes was awarded the Picayune Loving Cup, given annually to the citizen adjudged to have done most for the public good. As indicating the honor in which he was held abroad it may be mentioned that the President of France, after making Doctor De Roaldes a Chevalier of the Legion of Honor, subsequently conferred on him two grades of promotion. The King of Italy made the doctor a Knight of the Order of St. Maurice and St. Lazarus, while the Pope conferred on him the Papal order of St. Gregory the Great.

Despite a progressively increasing failure of eyesight, Doctor De Roaldes, relying on what was observed and described to him by trained

assistants, continued to direct clinical work up to a few years before his death. So completely was he master of himself, however, that it seemed at times difficult to realize under his cheerful and confident manner the fact of his being actually sightless. Much has been written about the pathos of stone-deaf Beethoven directing an orchestra, but history certainly affords no parallel to this incredible spectacle of a blind surgeon continuing for years to diagnose disease and to direct delicate operative procedures.

In the development of the local hospitals the name of Dr. Frederic Loeber will be remembered as deserving of honor in connection with the upbuilding of the great Touro Infirmary, now among the first institutions of its kind in the country, but which the devotion and skill of Doctor Loeber almost alone sustained during its struggling infancy. Doctor Loeber lived to see the establishment of the present splendid infirmary with its ever-increasing prestige at home and in neighboring states, but while it may be regarded as a monument to him, a nobler monument to the man himself is the memory of his kindness of heart, which endeared him alike to his patients and to brother physicians.

Interwoven with the medical history of New Orleans, like the dismal chapter of Israel's bondage in Egypt, there looms the story of a long and deadly warfare against the yellow fever, in connection with which the names of certain physicians stand out in relief.

Dr. C. B. White, the last president of the State Board of Health under the republican regime, left a record of faithful service all the more to be admired because of the unsettled political conditions of that period. His reports are especially interesting as testifying to the recognized value of sulphur fumigation. Commenting on the efficacy of a furnace devised and operated by Dr. A. W. Perry (quarantine physician) for forcing concentrated sulphur dioxide gas into the holds of vessels from infected ports, Doctor White wrote in 1874 as follows: "As was stated in a special report, either by coincidence, or as cause and effect, on no vessel so fumigated did a case of yellow fever appear."

When the new democratic regime was inaugurated in Louisiana in 1877, Governor Francis T. Nicholls, an ex-Confederate brigadier, appointed as president of the State Board of Health Dr. Samuel Choppin, a distinguished surgeon of New Orleans, who besides the prestige of a Parisian medical education, had a brilliant record of service in the Confederate Army.

That was about the time when the "germ theory" began to engage popular attention, and with implicit faith in the efficacy of disinfection, Doctor Choppin declared his belief that the germ of yellow fever could be successfully attacked in its "habitat" by agents destructive to low forms of life without injury to clothing, bedding and similar *fomites* from infected localities. At that time carbolic acid held the highest rank as a disinfectant, and Doctor Choppin's plan for attacking the undiscovered "germ" relied mainly on the application of refined carbolic acid in the form of spray (with water) to clothing, etc., while for rough disinfection the crude acid was used.

With our present knowledge of the transmission of yellow fever by mosquitoes, and of the easy destruction of those insects by sulphur fumes, it is interesting to note that sulphur fumigation was also practiced, but only by way of carrying out the tradition of atmospheric disinfection and without the remotest idea of its real value.

In 1876, encouraged by the vaunted success of disinfection alone as a protection against the importation of yellow fever, and by the lucky escape of the city from imported infection for two years, such pressure was brought to bear on the Legislature by commercial interests that the state quarantine law was amended to omit detention of apparently healthy vessels from tropical ports longer than might be required for "thorough" disinfection.

Accordingly, only vessels with sickness on board were subjected to detention at quarantine in 1877, and the season of 1878 was ushered in with the pursuance of the same policy. But yellow fever was particularly severe in Havana in the spring of 1878 so that people from that hot-bed of disease, with the fever in their systems, were able to come straight through to New Orleans, thereby starting the terrible epidemic of that year which cost more than 4,000 lives in the city alone, spreading to many interior localities in the most virulent form.

Doctor Choppin remained in office through the succeeding year, and though much embittered by the criticism of unfriendly newspapers, continued to enjoy the undiminished respect of all who knew his sterling worth. He succumbed to an attack of pneumonia in May, 1880.

In 1879 a new constitution was adopted under which every state official (except the state treasurer) went out of office the following spring.

Accordingly, the State Board of Health was reorganized in April, 1880, with Dr. Joseph Jones, who had been a member of the previous board, as president.

Doctor Jones, who had been for years professor of chemistry in the medical Faculty of the University, was in every way one of the most notable men of his day. He was celebrated as an archaeologist, owning what was doubtless the largest collection of American Indian relics outside of the Smithsonian Institute. His "Memoirs," published in the latter years of his life and covering a wide range of topics allied with the science of medicine, form a wonderful monument to his literary ability.

In the "History and Work of the Louisiana State Board of Health," by Dr. G. Farrar Patton (1904) the following reference is made to the administration of Doctor Jones as president of that body:

"The board assumed control of affairs at a time when many of the people of New Orleans had lost faith in maritime quarantine as a protection against yellow fever. Some of those whose interests were most affected by restrictions which quarantine imposed on vessels from tropical ports, would have been glad to have all such restrictions abolished.

"Others, largely in the majority, were alarmed by certain threats made in neighboring states to quarantine New Orleans every summer without waiting for yellow fever to appear, and were anxious that nothing should be left undone to save the city from having its internal commerce jeopardized.

"It will be thus seen that the board, assailed by the clamors of opposite factions at home, willing and anxious to do its duty, but hampered by poverty, and all the while surrounded by suspicious neighbors threatening the city with precautionary quarantine, had no need to borrow trouble.

"The president, who was a tireless worker, combative and fearless, proved himself equal to the occasion. Upheld in his authority by the staunch support of the governor and overcoming the most pressing finan-

cial difficulties, partly by the counsels of able business men who were his fellow-members, and partly by an increase of quarantine charges authorized in 1882, he led the board successfully through four years of the most strenuous existence such a body has ever known. The reports of those years, in which reference is freely made to 'enemies,' read something like the record of a military campaign."

With the knowledge of a teacher of chemistry, Doctor Jones believed firmly in the efficacy of sulphur fumigation. He still further perfected the apparatus devised by Doctor Perry for that purpose, but unfortunately their furnaces were too small, besides being handicapped by the disadvantage of having to be operated by hand power. However, that disadvantage was offset by such thorough fumigation of living quarters of the ship by means of open pots that all mosquitoes were effectually destroyed.

While doing everything possible with the means at his command to guard against importation of yellow fever, Doctor Jones found conditions so threatening in the summer of 1883, with both Havana and Vera Cruz badly infected, that he boldly called on the governor for a proclamation not only forbidding vessels from infected ports admission to New Orleans, but requiring those detained at quarantine to depart.

The commercial public stood aghast at such an extreme measure as non-intercourse with valuable customers in Latin-America, but "big business" had met its match in Doctor Jones, who believed that the entire tropical trade should be sacrificed each summer rather than risk another epidemic.

That unsettled condition of affairs continued with but little prospect of relief up to the end of Doctor Jones' term as president. Under a new governor the Board of Health was reorganized in April, 1884, under the leadership of Dr. Joseph Holt, who, as a high official of the retiring board was thoroughly conversant with the situation. Four members of that board continued in office, but Doctor Jones, doubtless weary of a responsible and thankless task, retired to private life and engaged in private practice during the ten or twelve years which intervened before his death.

Dr. Joseph Holt, one of the best known physicians of New Orleans, took charge at what may be considered the most critical period of the warfare against yellow fever, and no man ever espoused a desperate cause with greater courage and determination.

Realizing, as his predecessor had done, the uncertainty of relying on the old system of quarantine, he determined, by way of an extreme object lesson, "to resort to quarantine in the literal sense of that most obnoxious term," meaning detention for forty days, which was equivalent to declaring non-intercourse with the tropics, thereby preparing the public mind for the adoption of a remedy which was next offered.

Again quoting from Doctor Patton's history: "The board proposed, if provided with the necessary means, to attack every quarantine vessel 'with an energy like that of the fire department; to cleanse her immediately, and to subject every possible carrier of disease to searching action of the most powerful germicidal agents available, applied through apparatus capable of accomplishing the work.' It was proposed to make detention merely a side issue, destitute of value as affording protection, save to cover the rational incubation period of yellow fever. The wavering faith of the local public had somewhat revived with the good fortune

of the previous four years, one of which, 1881, was marked by the entire absence of yellow fever in New Orleans, while but one death from that disease had been reported in 1882 and four in 1883, but there was still a notable lack of confidence in quarantine. The president of the Board of Health, enthusiastic, untiring and possessed of strong personal magnetism, abandoned all other interests, turned away his patients and devoted himself to the herculean task of convincing the skeptical people of New Orleans, the hostile and suspicious authorities of other states, and most important of all, the State Legislature, that the 'supreme effort' which was proposed really did promise great results. He presented his plans at a conference of state health officials, some of whom were distinctly antagonistic to the Louisiana Board on old scores, and in the end gained their confidence. He appeared before a large body of merchants of New Orleans, among whom he had been warned that there was a strong undercurrent of hostility, and not less by his impressive manner than by forcible arguments, he converted opponents into active coadjutors. Finally, by personal appeals to members of the Legislature, he secured in July, 1884, an appropriation of \$30,000 with which to inaugurate the proposed system.

"In all the praise that has been deservedly bestowed on Doctor Holt, it has been customary to extol the merits of his 'system,' for which he claimed no inventive originality, while relatively little has been said about that part of the work for which he is entitled to the greatest praise, viz.: the energy and success with which he championed the discredited cause of maritime quarantine. Numbers of men could doubtless have been found capable of putting together such a system, but not one in many thousand could have gone before the people at such a time and persuaded them to accept it on faith."

Briefly described, the new system, inaugurated early in June, 1885, comprised the following procedures:

"Wetting all woodwork, ballast, clothing, bedding, etc., with a solution of bichloride of mercury, 1 to 1,000.

"After that treatment, all textile fabrics were subjected to heat in a drying chamber provided with coils of steam pipe. (Later a device was added to introduce steam into the chamber, both to secure greater penetration and to guard against fire among the fabrics under treatment.)

"Forcing into the holds freshly generated sulphur fumes drawn from a battery of furnaces (on a special tugboat) by a powerful rotary exhaust blower driven by a steam engine.

"After complete disinfection, vessels with all on board were detained long enough to cover the incubation period of yellow fever."

As will be noted further on, certain improvements in the "system" were introduced later, but so far as the main object of keeping out yellow fever was concerned, its success was immediate and complete, not, as we know today, because of the destruction of any lurking germ, but because its sulphur fumes killed infected mosquitoes, while its detention of people over the incubation period of the fever prevented any with the germ in their systems from landing before becoming ill.

At the end of four years of brilliant service Doctor Holt went to reside in Portland, Oregon, where his fame had preceded him, returning subsequently to New Orleans, where he still is an honored citizen.

Dr. C. P. Wilkinson, who had served at the Mississippi River Quarantine Station under Doctor Jones' administration, became president of the State Board of Health in 1888.

Through the favorable issue of a fourteen years' lawsuit with certain wealthy steamship companies, the board had collected some \$34,000 for past quarantine fees, enabling the new president to carry on and to greatly expand the work inaugurated by his predecessor.

A considerable settlement having sprung up in objectionable proximity to the old quarantine ground, that site was abandoned and a new station was established nearer the sea at a point completely isolated. That move enabled the board to make important improvements, for which credit was mainly due to the experience, initiative and mechanical ability of Doctor Wilkinson.

The wetting of fine clothing and bedding with bichloride solution had caused no little complaint from passengers and steamship companies, and the new plant was discontinued as superfluous. The former wooden drying chamber with its coils of superheated steam pipes had set fire to two costly lots of material, and in the new plant was replaced by three riveted steel cylinders eight feet in diameter and fifty feet long with racks running on overhead rails for holding articles to be treated. As soon as loaded, the racks were run in, the door clamped tight and steam was admitted to coils of pipe just inside the shell. When the temperature of the contained air reached 180 degrees Fahrenheit live steam was turned into the chamber, rapidly raising the heat to 220 degrees, with an internal pressure of about seven pounds to the square inch. After an exposure of thirty minutes, steam was shut off and, as soon as practicable, the door was opened, the racks run out, the articles removed and in a few minutes drying was complete.

Doctor Wilkinson also improved the sulphur furnace and added a second furnace, complete with boiler, blower and engine, on a car running on rails along the front of the quarantine wharf, so that with the tug on the outer side of a vessel both furnaces could be operated at once with utmost economy of time.

An important feature of the improved system was the erection of a "Lazaretto" three miles below the main station for isolating fever cases, which had been previously treated in a hospital on the grounds. The Lazaretto had its own resident physician, and, when in operation, attendants for the sick. This humane provision was notably successful in conducing to recovery of patients, among whom a high death rate might have been ordinarily expected.

In April, 1890, after the re-election of Gen. F. T. Nicholls as governor, Dr. S. R. Olliphant, who had been a member of the State Board of Health for several years, became its president, which office he continued to hold until January 31, 1898, a period remarkable for progress in various lines of sanitary work.

Doctor Olliphant's name is associated with the most important improvements made in the furnace for forcing sulphur fumes into the holds of vessels at quarantine. The furnaces previously in use had open sulphur pans, continually drawing air from outside, whereas the Olliphant furnace was closed in such a way that air drawn from the hold of a vessel, after passing over the burning sulphur, was returned to the hold, being thus worked over again and again until extreme saturation with sulphurous gas was attained.

In fact, so concentrated was the gas delivered by the improved furnace that it was shown by practical test to extinguish fire, while by its density it was held to possess greatly increased power of penetration.

In the season of 1890 the board adopted the plan of stationing its own medical inspectors at tropical fruit ports, so as to keep constantly posted as to health conditions in territory extremely valuable to commerce, but always under suspicion. That plan was later followed by other Gulf states and by the United States Public Health Service. With the subsequent appointment of a physician on each vessel, the tropical fruit trade has been developed to its present magnitude with danger from exotic fever practically eliminated.

Taking advantage of the absence of yellow fever for so many years, Doctor Olliphant's board gave its attention to general sanitary improvements, and in that welcome period of peace made the following notable record:

The establishment of a chemical laboratory, under the personal direction of a distinguished expert.

Improvement in milk inspection in New Orleans.

Inauguration of a complete system of meat inspection with a scientific veterinarian in charge.

Inspection of food in the city markets.

The establishment of a bacteriological laboratory and the election of Dr. P. E. Archinard as state bacteriologist. (With the advent of diphtheria anti-toxin Doctor Archinard was commissioned to visit European cities where the serum was first used, so as to enable the board to give Louisiana the earliest possible benefit of that wonderful remedy.)

Founding a depot for free distribution of antitoxin.

Thorough and repeated campaigns of vaccination.

With the protection afforded by such admirable maritime quarantine, exclusion of yellow fever by vessels arriving from sea was absolute, but in the summer of 1897 that dreaded disease slipped into New Orleans (and Mobile) by the "back door," having masqueraded quite a while as dengue at Ocean Springs, a popular summer resort on the Gulf Coast of Mississippi, before being recognized. From positive evidence obtained after the outbreak had subsided, it is now known that a case of yellow fever occurred about the middle of March in the house of a Cuban lady at Ocean Springs, where secret meetings of Revolutionary agents were held. The first fatal case was that of a commercial traveler known to have frequented that house, who died in a sanitarium at Louisville, Kentucky, late in August with every symptom of yellow fever.

The first recognized case in New Orleans was that of a boy, recently returned from Ocean Springs, who died September 6, and after so many years of freedom from the disease it is easy to understand the quasi panic which ensued, with a stampede of frightened people and complete demoralization of business and travel due to state and local quarantines. Owing to continued mild weather the fever persisted in New Orleans until late in December, with ever-increasing hostility to the Board of Health. The president and his fellow members, desirous of sparing their friend, the governor, embarrassment, tendered their resignations early in December, but remained in office through January while putting the business of the board in order.

Doctor Olliphant soon afterward moved to New York City, where he built up an extensive practice in his specialty of dermatology, besides

being one of the clinic staff of the De Milt Hospital. In the suburban "village" of Mount Vernon, where he resided, he was honored by being made health officer. In 1921, on account of failing health, he came to Louisiana to recuperate, but died in Lafayette December 26 of that year, highly honored by the press of the state.

At the critical juncture following the resignation of the Olliphant board, the governor offered the presidency to Dr. Edmond Souchon, the distinguished professor of anatomy and clinical surgery, whose constructive ability had been of such signal service to the Tulane Faculty of Medicine. With due realization of the grave responsibility involved, Doctor Souchon accepted the office and took charge January 31, 1878, with practically a new board, on which occasion he expressed generous admiration for the courage and fidelity of his predecessor.

Though not then aware of the manner in which yellow fever infection is conveyed, Doctor Souchon recognized the danger of "lurking infection, which surviving a comparatively mild winter, might be expected to reassert itself with the coming summer." Quoting further from his report of that year:

"The mild fever of 1897 was generally believed to have existed in hundreds of houses where no cases were officially reported, and the desire of the board was to ascertain by careful inquiry from door to door the location of such houses and to practice thorough disinfection and aeration wherever fever of any kind had existed. Considering the extent of territory involved and the hostile attitude of the average citizen as regards submitting to such inquiries, the task undertaken by the board was not an easy one." By way of preparing the people for the measures contemplated, 50,000 carefully worded circulars of information were distributed to householders by officers of the board. The same information was given through the daily papers and the attention of the public was directed to the subject by repeated and vigorous editorials.

Through an appeal made to the clergy in a special letter, and with the backing of their bishops, this crusade was preached in all the pulpits of the city, while a fraternal letter to practicing physicians asked their aid in locating houses in which unreported cases of any kind of fever had occurred.

Not depending on such sources of information, a house-to-house canvass of the entire city was made by one hundred picked men charged with making courteous, but persistent, inquiries in the same line, results being tabulated at the end of each day's work.

While thus making unremitting efforts to guard against any recurrence of the fever, Doctor Souchon was mainly instrumental in the framing and adoption of the famous "Atlanta Regulations" for the movement of persons and freight during the existence of land quarantine. Following a preliminary meeting of Southern health officers and prominent railroad officials, held February 9, in Mobile, Doctor Souchon called a meeting of the same interests in New Orleans early in April, and with the collaboration of his experienced colleague, Dr. H. R. Carter of the United States Marine Hospital Service, secured the adoption of a schedule of rules which were later ratified at a much larger convention that met in Atlanta, Georgia, April 18, 1898, on the invitation of the mayor of that city, thereby becoming historical as the "Atlanta Regulations," which came as a gracious boon to commerce.

Despite the vigorous campaign of prevention carried out early in 1898, it is evident that enough infected mosquitoes survived the winter of 1897-98 to start the mild type of yellow fever which made its appearance in the spring of 1898. From evidence gathered later, there must have been hundreds of cases so mild that no medical advice was sought. No physician wished to be the first to announce a case of yellow fever, so that it was not until September 17 that a conscientious physician reported a case in his family.

From that time until frost, which occurred October 22, there were reported in New Orleans 118 cases of the fever, with fifty-seven deaths, and though the city was promptly quarantined in various directions, commerce was but little interrupted, thanks to the operation of the "Atlanta Regulations." During that season yellow fever was reported from some twenty-five interior localities in Louisiana, but as Doctor Souchon's report for the year declares:

"The mildness of the fever and the absence of typical symptoms rendered a diagnosis difficult in nearly every locality where it appeared. Very few people died, and it was chiefly by taking the prevailing fever in the aggregate that it was determined to be yellow fever."

In August, 1899, attributable, perhaps, to infection brought in by people from Cuba who had landed at northern ports and came to New Orleans by rail, a little group of eighty-one cases of yellow fever occurred in the "uptown" district of the city. This explanation is borne out by the case of a man direct from Cuba who developed a fatal attack at Vincennes, Indiana, in September.

In 1904 the Souchon board made a very complete exhibit of its quarantine plant and other activities at the Columbian Centennial Exposition at St. Louis, Missouri, earning thereby the award of a gold medal.

In the summer of 1905, undoubtedly as the result of undue confidence in the reported freedom of Cuba from yellow fever, quarantine against that island was not imposed in time to prevent the introduction of infection by a very swift passenger steamer which landed near the French Market, a quarter swarming with non-immune Italians, among whom the disease must have prevailed for weeks before being discovered. In that interval numbers of Italians had sought refuge among their relatives on neighboring plantations, so that the infection was very widely scattered.

As the means at command of the State Board of Health were not deemed sufficient to cope with the situation, the mercantile interests of New Orleans, duly impressed with the "cleaning up" of Havana by representatives of the United States Government, invited the United States Public Health Service (August 4) to come to the aid of New Orleans. Consent was promptly given, provided the sum of \$250,000 be pledged for expenses, and full control be given the Federal authorities.

Of the required sum, \$150,000 was subscribed by citizens, while the governor pledged the credit of the state for the remainder, and Surgeon J. H. White of the United States Public Health and Marine Hospital Service took charge August 7, with a staff of sixteen assistants, also utilizing the zeal and ability of a large number of young physicians of the city to carry out his campaign, besides having the enthusiastic cooperation of all classes of the people. That brief and victorious campaign is now a matter of history, establishing a record as being the first instance of complete conquest of yellow fever before the coming of frost, with triumphant vindication of the "mosquito doctrine."

Doctor Souchon's genius for organization found ample scope for exercise in the congenial labor of formulating a sanitary code, as required by Act 192 of 1898, and in perfecting various schedules of regulations, as, for example, those relating to details of the tropical fruit trade, which needed to be revised year after year to meet changing conditions. The service of marine inspectors, i. e., physicians to travel on vessels during the quarantine season, was brought to its highest efficiency under his watchful care, safeguarding every potential point of danger. He resigned as state health officer in December, 1905, and since his return to private life (1908) he has found leisure to still further develop the Anatomical Museum of Tulane University, containing numerous dissections wonderfully preserved in natural colors by a process of which he is the originator and which has rendered him famous.

Prior to the passage of Act 192 of 1898, the Board of Health, domiciled in New Orleans, exercised dual functions as a state and city board, but under that act providing for municipal health boards, Dr. Quitman Kohnke became chairman of the first City Board of Health of New Orleans, bringing to the duties of that important position remarkable energy and resourcefulness.

Following the discovery of transmission of yellow fever by mosquitoes late in 1900, Doctor Kohnke, knowing New Orleans to be swarming with *Stegomyia* mosquitoes by which the disease is conveyed, made the most strenuous efforts to secure the adoption of an ordinance empowering him to attack the breeding places of those insects all over the city, but with discouraging results. It is generally conceded that if his earnest appeals had been heeded at that time, Louisiana might have been spared the outbreak of 1905, with its loss of life, disturbance of business and the toll of a quarter million dollars assessed by the Federal Government for the expense of fighting the fever.

After eight years of faithful service as city health officer, Doctor Kohnke, with his own health impaired, moved to Covington, Louisiana, in 1907, where he died suddenly in June, 1909.

Dr. William T. O'Reilly, who succeeded Doctor Kohnke as city health officer in 1906, was serving his third term when he was claimed by death in 1917. He was worthily succeeded by Dr. William H. Robin, who had become thoroughly conversant with the duties of the position by years of service as secretary of the board. With the incoming of a new city administration in 1920, Dr. John Callan, long and favorably known to the physicians and people of New Orleans, accepted the position of city health officer, the duties of which he continues to perform with all the ability on which his friends counted in persuading him to serve. His experience in directing such activities dates back to the yellow fever of 1897 and 1898, when he was chief field officer of the State Board of Health.

His talent for administration has been of great value in matters connected with state medicine, and has been exercised more recently as one of the administrators of Tulane University.

To bring the story of men prominent in connection with state health affairs down to the present time (1922) it is necessary to add that of Dr. Clifford H. Irion of Caddo Parish, who took charge as successor to Dr. Edmond Souchon early in January, 1906, and remained president of the State Board until the autumn of 1908. During the summer of

1906 an unaccountable case, declared by competent experts to be yellow fever, occurred in New Iberia, but with the confidence inspired by the experience of 1905, comparatively little alarm or disturbance of commerce resulted. It was also in 1906 that the Louisiana Legislature passed an act authorizing the sale of state quarantine property to the Federal Government, in accordance with which the United States Public Health and Marine Hospital Service took charge of all maritime quarantine in April, 1907, thereby relieving the State Board of Health of one of its greatest responsibilities.

Dr. D. Harvey Dillon of Vernon Parish succeeded Doctor Irion in the autumn of 1908 and served nearly two years.

In August, 1910, Dr. Oscar Dowling, a distinguished specialist of Shreveport, ex-president of the State Medical Society and for several years a member of the State Board of Health, became its president, and up to the time of this writing has continued to direct its affairs with zeal and ability that have given him a national reputation. His "Health Train" of adapted Pullman cars, with its "Laboratory on Wheels," its moving picture outfit, its staff of lecturers, etc., has brought the demonstration of health teaching home to people in every part of the state, besides having traveled from ocean to ocean on visits to conventions, where it has never failed to elicit generous admiration.

A man whose long association with public health activities entitles him to mention is Dr. G. Farrar Patton, who became a member of the board in 1892 and was its secretary during the strenuous decade from 1896 to 1906, embracing the yellow fever outbreaks of 1897, 1898, 1899 and 1905. In his secretarial capacity Doctor Patton edited six voluminous biennial reports, besides writing, as part of the exhibit sent to the St. Louis Exposition of 1904, the brief history of the board and its work already referred to.

Prior to the year 1900 there was no law providing for the collection of vital statistics in the interior parishes of Louisiana, but under an act passed that year the secretary of the State Board of Health undertook the uphill work of persuading physicians and midwives all over the state to make monthly returns of deaths and births to their respective parish health officers (or coroners), who in turn were required to make quarterly reports to the State Board. For reasons easy to understand, the reports received were very incomplete, but were duly tabulated and published in the biennial reports of the board, where they make a fairly respectable show for the beginning of a great work.

With the prestige of such statistical training, Doctor Patton was invited in February, 1906, to supervise the work of tabulating and filing clinical histories for the Charity Hospital of New Orleans, where, under the progressive administration of Dr. J. M. Batchelor as house surgeon the "Bellevue System" had just been installed after long years of comparative chaos as regards the preparation, tabulating and preservation of those valuable records.

The "system," progressively expanded and improved, is now the "Charity Hospital System," with more than 200,000 histories classified, indexed and filed so as to be readily accessible when required for reference. The original registrar still directs the work.

In order to give Louisiana the benefit of the new "model law" designed to secure uniformity of method in collecting vital statistics, Doctor Dowling, as state health officer, had incorporated its essential

features in the Sanitary Code (amendments to the code acquire the force of law after being officially promulgated), and after some preliminary field work invited Dr. G. F. Patton to become state registrar of vital statistics. Accepting that position in October, 1913, Doctor Patton was fortunately able during his term of service, ending in January, 1917, to build up the system, which with only minor modifications has since enabled Louisiana to be admitted to the "Registration Area" for deaths of the United States Bureau of Census.

Doctor Patton, one of the charter members of the Anti-Tuberculosis League, organized in 1906, has continued since that time to be prominent in its work.

Among those who have passed to the great beyond, leaving a record of public service, Dr. Paul Emile Archinard, who died in August, 1912, is especially entitled to mention. One of the pioneers of the South in the domain of bacteriology during the development of that mysterious science, Doctor Archinard lost no opportunity to apply its newly discovered truths to the needs of practical medicine.

He was the author of one of the most concise and generally satisfactory text-books on bacteriology ever published, besides being one of the most successful of its teachers. Mention has been made of his having been commissioned to visit European cities to make a study of diphtheria anti-toxin at the fountainhead. On his return he was put in charge of the emergency supply of that precious serum provided for the use of physicians in treating the poor.

Officially, Doctor Archinard was for years bacteriologist for both the State and City Board of Health, and his laboratory, one of the Departments of Tulane University, was a center for original research, with its facilities always available to the profession of Louisiana and adjoining states.

One of the founders of the Polyclinic and of the New Orleans Sanitarium, the first training school for nurses in the South, Doctor Archinard later became professor of neurology in the Tulane Faculty, after the union of the Polyclinic with the undergraduate Medical School, with ever-increasing prestige as a clinician in nervous and mental diseases.

Possessing in a remarkable degree the judicial temperament, with keen insight into the affairs of men, he was known as a wise counsellor, loyal to any cause which he espoused and to those whom he honored with his friendship.

In October, 1920, the world of science, and in particular our city and state, sustained a serious loss by the untimely death of Dr. Isidore Dyer, professor of dermatology in Tulane University, who became dean of the School of Medicine on the retirement of Doctor Chaillé in 1908, having been previously identified with the New Orleans Polyclinic, now the Post-Graduate Medical Department of Tulane.

Jointly with Dr. Charles Chassaignac, Doctor Dyer had for years found congenial exercise for his brilliant intellect and classical education (he was a graduate of Yale) in editing the New Orleans Medical and Surgical Journal. His affability made him universally popular, especially with the student body of Tulane, one of whose class orators in a Founders' Day address referred to him as "The man with the heart of a boy and the mind of a statesman."

That which may be considered Doctor Dyer's greatest public work was the success with which he directed the treatment of leprosy in the

State Leprosarium in Iberville Parish, some sixty miles distant from New Orleans. He was an international authority on leprosy, having been commissioned by the State Board of Health to a world convention on that disease held under the auspices of the German government in 1896.

Dr. John B. Elliott, Sr., who retired from the Tulane professorship of therapeutics in 1908 and only recently (1921) joined the silent majority, was widely known as a scholarly and capable teacher. His exposition of the pathology of influenza will long be remembered as a particularly valuable contribution to the knowledge of practical medicine.

His son, Dr. John B. Elliott, Jr., who succeeded his distinguished father in the medical faculty, is equally celebrated as a clinical diagnostician. When the United States entered the World war Doctor Elliott went to France as the head of Tulane Unit No. 24 of the American Red Cross, a devoted group of New Orleans physicians, surgeons, nurses and helpers, who were the first organized body of the kind to volunteer from the South for overseas service.

In 1918 Dr. Joseph A. Danna, widely known as the last executive house surgeon of the Charity Hospital under the former system, organized the splendid "Loyola Unit" of physicians, surgeons, nurses and Sisters of Charity, which landed directly in Italy and promptly went into active service close to the firing line, where their arrival was hailed as a veritable blessing.

Doctor Danna, with his skill as a surgeon, his ability as an organizer and Italian parentage, was a fitting chief for such a mission of mercy. In his home city of New Orleans he ranks among the foremost surgeons of the day, being one of the few who have successfully sutured the heart of a living subject.

He is also dean of the Loyola Post-Graduate Medical School, formed by the merging of two new schools of that character organized in 1914.

Inseparably associated with the history of Tulane as one of the few survivors of its great *fin de siècle* medical faculty, the well-known figure of Dr. Ernest Lewis still moves with stately grace among the physicians of New Orleans, a noble example of honored old age and of the race of courtly Southern gentlemen of the olden time.

In the present year (1922), at what was perhaps the largest gathering of doctors the Orleans Medical Society ever assembled, Doctor Lewis read a paper entitled "Reminiscences," commemorative of his eighty-second birthday, and was presented a loving cup inscribed with an affectionate message of congratulation on his having rounded out sixty years of practice, including years of teaching in obstetrics and gynecology. Of the latter science it is no exaggeration to say that he is actually its father and creator, as concerns the large circle of medical teaching of which New Orleans has been the center.

For nearly two decades Doctor Lewis, as the leading spirit of the Board of Administrators, presided over the affairs of the Charity Hospital, aiding by his influence the introduction of progressive improvements that have contributed so largely to the efficiency of that great institution. Though nominally retired, he continues to give occasional lectures to medical classes and still observes his life habit of keeping an office where patients and friends can consult him. At the time of this writing, with mental powers unimpaired, he is the honored president of the State Anti-Tuberculosis League.

Among medical men of Louisiana, and especially those of New Orleans, the name of Dr. Charles Chassaignac stands for more than merely the designation of a physician eminent in his chosen line of work. One of the founders of the pioneer Training School for Nurses and of the Polyclinic Post-Graduate Medical School, also the first institution of the kind in the South; dean of that school and professor of urology since 1897 and for over twenty-six yeards joint editor of the New Orleans Medical and Surgical Journal, he has been both recording historian of current scientific events and ex-officio biographer of many notable men who have contributed to medical progress.

Along with untiring activity as a worker and as a successful promoter of plans for improving professional education, Doctor Chassaignac has shown himself gifted in no small degree with the quality of leadership as a citizen. On various occasions when he has spoken at public meetings, his calm judgment and the practical wisdom of his utterances have helped to steady debate. In great emergencies he has been one of the men generally called upon, as in the yellow fever invasion of 1905, when he served on the citizens' finance committee, and later, when the Association of Commerce decided to make a sanitary canvass of the city, he was the man invited to direct it.

In August, 1905, when the resources of the State Board of Health were taxed to the utmost by the spread of infection to many interior localities, a pitiful appeal for help came from Tallulah, in North Louisiana, where a desperate condition of panic had developed. The president of the board, with sure intuition, sent for Doctor Chassaignac and asked him if he would take charge at Tallulah, promising all the help available. With only the stipulation that his services should be gratuitous, Doctor Chassaignac promptly consented and with the coöperation of three young physicians, Doctors Bass, Menges and Anderson, aided by Doctor von Ezdorf of the Federal Health Service as director of disinfection, quickly brought order out of chaos, but with the sad sacrifice of the life of Dr. D. C. Anderson, who erroneously considering himself immune, disregarded precautions against exposure to the bites of infected mosquitoes and contracted a virulent attack of fever.

Doctor Chassaignac has been the recipient of many honors, having been president of both the Parish and State Medical societies, besides being appointed year after year on important committees. During the world war he was chairman of the Executive Committee of the Volunteer Medical Service designed to arrange for supplying physicians to communities where all the resident doctors had gone into military service.

On account of his business ability, Doctor Chassaignac has been much in demand on the boards of various charities, having served for years on the House Committee of the Eye, Ear, Nose and Throat Hospital, and as president of the New Orleans Sanitarium Training School for Nurses up to its becoming the Presbyterian Hospital. He has also been a member of the Central Council of the Anti-Tuberculosis League and is now one of its general Board of Directors.

Dr. F. W. Parham, one of Louisiana's leading surgeons, is another of those identified with the founding of Louisiana's pioneer Training School for Nurses and the New Orleans Polyclinic, as well as with improvement in the facilities of the Charity Hospital, of which he was a former associate house surgeon. Besides being more than ordinarily distinguished as a surgeon and as a professor in the Post-Graduate Medical

School, Doctor Parham has always stood in the front rank of public-spirited citizens. As one of the administrators of Tulane University, he has had no small share in shaping its policy along the broadest lines consistent with its traditions, and always with single-minded purpose of making it the leading educational institution of the South.

Dr. Henry Dickson Bruns, worthy son of a father distinguished in the last generation, is an honored associate of the loyal group of workers represented by De Roaldes, Chassaignac, Archinard, Parham and Dyer, men animated by a common purpose to raise the standard of professional education, while striving for the betterment of all clinical facilities. One of the leading ophthalmologists of the day, Doctor Bruns has been for years surgeon-in-chief of the Senses Hospital, which in recent times has undergone notable development, always having a group of visiting doctors in attendance as post-graduate matriculants, many of whom come especially to benefit by his able teaching.

Among the people of New Orleans, Doctor Bruns has long been known as an earnest advocate for civic reform. He was one of the most influential members of the constitutional convention of 1898 and by his thorough acquaintance with basic principles of government, as well as by his forceful exposition of what he held to be best for the state, did much toward shaping the action of that historic body. The existing law under which the State Board of Health and all related parish and municipal boards have been organized, was passed in obedience to Article 296 of the constitution framed by that convention.

Dr. George S. Bel, professor of internal medicine in the Tulane Faculty, has for years enjoyed the reputation of being not only a master in the diagnosis and treatment of disease, but also as one of the most successful teachers of physical diagnosis, the science of interpreting physical signs as indicating the exact nature of hidden ailments. Fortunate in having at his command the wealth of clinical material afforded by the great Charity Hospital, Doctor Bel has been able by lectures and bedside demonstration to go on, year after year, training successive classes of men upon whose correct knowledge of physical diagnosis countless thousands of people all over the country have to depend for treatment of ordinary sickness and the discovery of that which is extraordinary, as well as for life insurance and warning against the inroads of insidious disease. Considering the relationship of conservative medicine to human health and happiness, all honor is due to the man, himself a great physician, who has thus devoted the best years of his life to teaching other physicians such an art.

But Doctor Bel has done more for suffering humanity than merely to teach and practice medicine. From the outset of organized warfare against tuberculosis begun by the Anti-Tuberculosis League in 1906, though one of the busiest of doctors, he has served as its medical examiner-in-chief, giving to every unfortunate victim referred to him the benefit of his priceless skill. Hundreds of those thus passed upon by him have been sent to Camp Hygeia and cured, while others recommended for a period of probation have been materially benefited.

Associated with Doctor Bel in that humane work for the past few years, Dr. Robert Bernhard has been equally devoted to the cause.

Dr. C. C. Bass, professor of experimental medicine in the Tulane Faculty, who has been already mentioned in connection with his service at Tallulah in the early days of his practice (1905), has subsequently

won signal distinction in the line of research work to which he has so successfully devoted his energies. At the time hookworm disease was being so widely discussed both in medical journals and in the newspapers, Doctor Bass made an exhaustive study of the subject, and jointly with Dr. George Dock, who was then professor of the practice of medicine at Tulane, published a text-book entitled "All About the Hook Worm."

A few years later pellagra, that puzzling disease about the cause of which there has been so much acrimonious debate, claimed his attention. But it is in connection with his study of malaria that he has earned his greatest distinction. With fairly complete knowledge of the parasite (*Plasmodium*) which causes malarial fever, and of its transmission by the bite of the spotten-winged (*Anopheles*) swamp mosquito, the veteran scientists of the world had concluded, because of their failure to cultivate it in a test tube, that such cultivation was impossible. It had come to be accepted as an explanation that the *Plasmodium* being a living organism, with a definite sexual life-cycle, requires a living "host" like the human body for its propagation. But in the summer of 1912 Doctor Bass, assisted by Dr. Foster M. Johns, also of Tulane, after a series of quiet but epoch-making experiments in Central America, returned in time to exhibit at the International Congress of Scientists held in September of that year in Washington, D. C., the most convincing demonstration of his success in cultivating the *Plasmodium* by laboratory methods. Those demonstrations also showed, as points of direct therapeutic importance, the destructive power of normal blood-serum on newly liberated malarial spores, together with effect of agencies which favor or retard the curative action of quinine. Thus did a mere youth astonish and confound great scientists, with honor to his university and world-wide fame for himself. After his return to New Orleans, at an enthusiastic meeting, the Parish Medical Society presented him with a superb gold medal, which though a fitting token of fraternal admiration, may be considered insignificant as compared with the nobler monument of scientific acclaim everywhere awarded him.

Dr. Rudolph Matas, professor of surgery in the Faculty of Tulane University, is recognized as one of the foremost surgeons of the United States, with a reputation extending to all the remote regions of the world reached by medical literature.

His public service even antedates his graduation in medicine, as he was chosen on account of his knowledge of the Spanish language to act as secretary to the Government commission already mentioned as having been sent to Havana in 1879 under the leadership of Doctor Chaillé, to study yellow fever.

Doctor Matas was professor of surgery in the New Orleans Polyclinic up to the death of Prof. Samuel Logan, when he was nominated "by acclamation" of admiring friends among the profession of the state to fill the vacant chair of surgery in the older school. It is no disparagement to any of the other able surgeons of New Orleans to say that, measured by standards of character, attainments and celebrity, Doctor Matas is truly a great man. He has always realized the importance of attending conventions, where his personal charm and fluent eloquence never fail to make such a profound impression that he has come to be generally regarded as the chief exponent of surgical progress in the South. A prolific writer himself, his range of reading seems to embrace the whole realm of current medical literature, with a

faculty of memory so extraordinary as to be incredible except to those who have witnessed its exhibition.

As regards his attainments as a surgeon, it goes without saying that no man could have gained such celebrity otherwise than on a sound basis of merit, but it is as a teacher that he is most admirable. Knowing that only those immediately assisting at an operation can follow technical details, Doctor Matas has cultivated the habit of describing concisely and in a voice audible all over the amphitheater exactly what conditions he finds, and, as the operation proceeds, every detail of procedure and discovery, thus carrying his audience along with him.

Taking into account the open friendliness of the man, his cheerful readiness to answer questions and his unvarying courtesy to all, it is not surprising that he should be idolized alike by his classes and his patients.

It would be out of place in this sketch to undertake anything like a circumstantial account of any of Doctor Matas' most notable achievements in surgery. In offering the foregoing remarks it is felt that where a man has done so much for the advancement of surgical science and incidentally for the glory of his city and its great medical school, it is meet and just to pay him all due honor.

In closing this sketch, let it be understood that its purpose is mainly to mention physicians notably associated with medical progress in New Orleans. To extend it to include even brief mention of all the deserving physicians, surgeons and specialists of the city would occupy the whole of the book of which this only presumes to form a chapter.

BIOGRAPHICAL

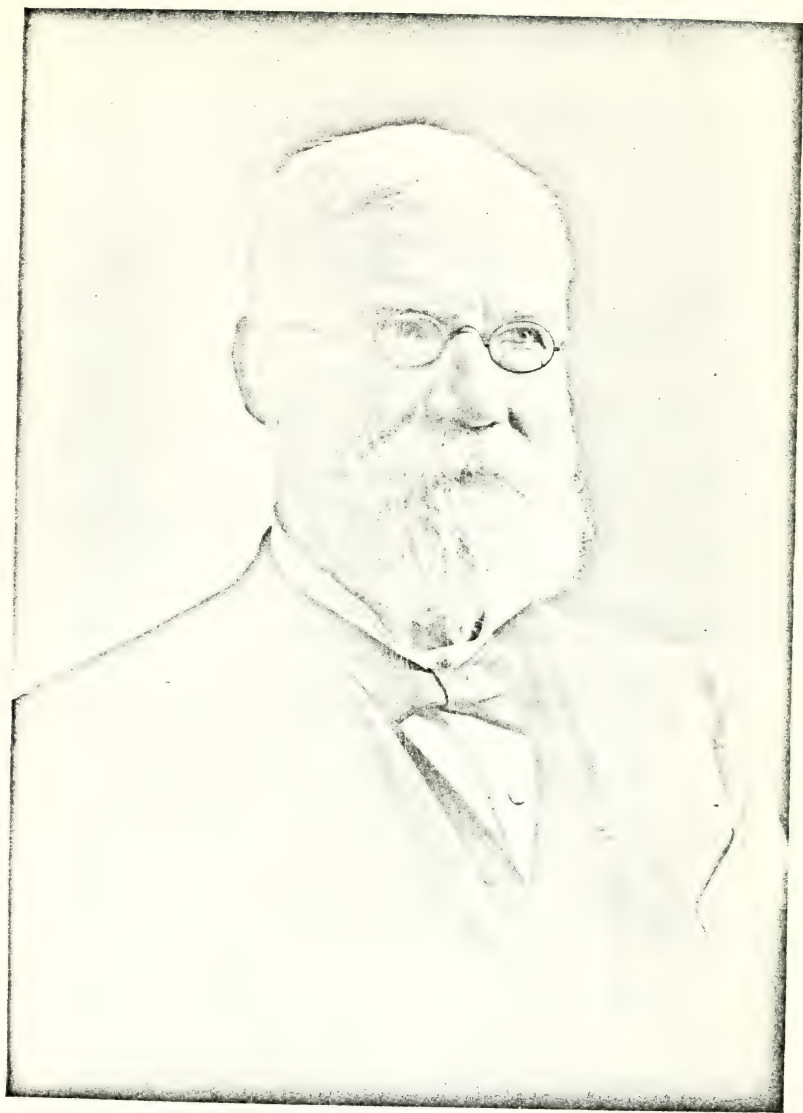
JOHN DYMOND, SR. In the organization of the sugar planting industry of Louisiana there has been no more constructive influence than that exercised by John Dymond, Sr., whose personal record is to a remarkable degree an exposition of important economic and political history in Southern Louisiana.

He was born in Canada, May 3, 1836, son of Richard and Ann (Hawken) Dymond. Both parents were born in England. His father at one time conducted a flour mill on Lord Granville's estate in Cornwall, England. From Canada the family moved to Zanesville, Ohio, where Richard Dymond was for many years a merchant. He was also a Methodist minister, and died at Cincinnati April 8, 1888, in his eighty-first year. The oldest son, Richard Dymond, Jr., was for many years an active merchant in Cincinnati and died in 1911. The youngest son, William, was rector of a leading Episcopal Church in New York City and died in 1870.

John Dymond, Sr., was educated in schools at Zanesville and in a college at Cincinnati, learned business in his father's establishment, and in 1858 became a member of the firm of White & Dymond, cotton manufacturers. He went to New York City in the spring of 1860, was employed by a New York house as traveling salesman over the Middle West, and in 1863 went into business on his own account as a member of the firm of Dymond & Lally, mercantile brokers and importers. They were interested in the sugar and coffee business.

The revival of the sugar industry of New Orleans was very slow after the war. Mr. Dymond made his first trip to New Orleans in 1866, with a view to starting a branch house for his firm, and this house soon developed a tremendous business in Louisiana sugar and molasses, and also as importers of sugars and coffees. Besides handling the products the firm also extended their interest to sugar production, purchasing the Belair and-Fairview plantations on the lower coast in the fall of 1868. That was the beginning of Mr. Dymond's career as a sugar planter. In 1870 this firm name was changed to Dymond & Edwards, continuing in business both at New York and New Orleans in coffee and sugars. In 1875 the firm became Dymond & Gardes and in 1877 the New York office was discontinued. In 1880 the firm of Dymond & Gardes was dissolved, thus allowing Mr. Dymond to concentrate his energies upon sugar production and sugar manufacture. He continued to be prominently identified with sugar manufacture until the burning of his Belair sugar house in 1908. He subsequently sold two of his large plantations, but retained Belair and Fanny plantations, devoted to cane culture.

His service is destined to make his name always prominent in connection with the mechanical side of sugar cane agriculture and of cane sugar manufacture. He possessed a mechanical mind, and was quick to adopt new ideas, particularly labor-saving devices. Conspicuous among these was the Mallon stubble digger and other machines, the McDonald hydraulic and double and triple milling. He patented a sulphur machine, the shelf or cascade machine now in use everywhere in the cane sugar world. He was the first to weigh sugar cane and to purchase sugar cane by weight in Louisiana. The redivivus of multiple effect evaporation was promoted by him. The so-called dry vacuum in vacuum boiling



John Dymond

was introduced on the sugar plantations by him. The experiments in diffusion were encouraged by him, and he and Hon. Henry McCall were placed in charge of the experiment making at Governor Warmoth's Magnolia plantation by Norman J. Colman, then commissioner of agriculture of the United States.

But undoubtedly the work that will be most interesting at this date, when the problems of industrial organization and co-operative marketing are foremost national issues, is the pioneer service Mr. Dymond performed in organizing the sugar planters of Louisiana. In the fall of 1877 he secured the signature of Duncan F. Kenner, John Burnside, S. H. Kennedy, Thomas D. Miller and several other prominent sugar planters to a call for organization, which resulted in the Louisiana Sugar Planters' Association and subsequently revolutionized the sugar industry in Louisiana and, in fact, in the entire cane sugar world. When the association was organized Mr. Dymond refused to accept the presidency, preferring Mr. Kenner as the more influential man and capable of doing more good for the cause. With the death of Mr. Kenner in 1887 Mr. Dymond was made president and served until March, 1896, when he resigned and aided the election of Judge Emile Rost to the same office. The Louisiana Sugar Planters' Association agitated for some time better methods of selling sugar, and in 1884 the Louisiana Sugar Exchange was organized and it has been in active operation ever since. Hon. Edward J. Gay was made its first president, and Mr. Dymond and Mr. Agar, vice presidents. In 1885, the year of the Cotton Centennial, Dr. William Carter Stubbs, then state chemist of Alabama and professor of agriculture in the university of that state, visited New Orleans and the Exposition. On the invitation of Mr. Dymond, Doctor Stubbs subsequently came to New Orleans to deliver an address to the Sugar Planters' Association, urging the expediency of research work in the agriculture and manufacture of sugar. Out of that came the present Sugar Experiment Station, now at Audubon Park, its corporate name being the Louisiana Scientific Agricultural Association. Mr. Dymond was made first president of the association, the work of which subsequently passed under state control in conjunction with the Federal Government. Mr. Dymond secured the subscriptions to guarantee and defray the expenses of the association during the first five years of its existence.

The Louisiana Sugar Planters Association as an industrial student body in scientific research work and utilizing the best talent in the country developed the need of a technical journal devoted to the sugar industry. A meeting of sugar planters at the St. Charles Hotel in 1888 resulted in the organization of the Louisiana Planter and Sugar Manufacturer Company to carry on such a publication, and Mr. Dymond was chosen editor and elected general manager and president of the corporation. He devoted many years to his editorial and managerial responsibilities, resulting in making the Louisiana Planter one of the great trade journals of the sugar industry.

There was a distinctly political phase to Mr. Dymond's efforts in behalf of the sugar planting industry. More than forty years ago he allied himself with those Louisiana interests which were seeking to prevent discriminatory and inequitable legislation at Washington and administrative and trade rulings adverse to the welfare of the Southern sugar planter. Through the co-operation of United States Marshal Pitkin of Louisiana and Senator William Pitt Kellogg in Washington Mr. Dymond

secured the appointment of Mr. Kenner as a member of the famous Tariff Commission of 1882, whose tariff bill was finally adopted March 1, 1883. Then, following the death of Mr. Kenner in 1887, Mr. Dymond became the political leader of the sugar planters for some years. He was elected a delegate to the National Democratic Convention at St. Louis in 1888, and as a member of the platform committee made a hard fight to hold down ultra free trade ideas. Mr. Dymond as a sugar planter was a protectionist democrat. The continued attacks on the sugar industry culminated in the Wilson tariff of 1894. This became a law in August, and the following month a meeting of sugar planters was held at the Hotel Royal and the "Lily White" movement incorporated, the sugar planters voting to go into a white republican party with no dissenting vote but that of Mr. Dymond, who claimed that he was an old-fashioned democrat and could not change. Mr. Dymond was reared a democrat of the old school, believing in the states rights doctrine, home rule for the white race, and seldom differed with the party except on its extreme tariff provision. Largely as a result of his action at the meeting just noted he declined to become a candidate for re-election as president of the Sugar Planters' Association, though he gave that association his most earnest co-operation.

Something should also be said of his work in local politics. While he became identified in a business way with New Orleans soon after the close of the Civil war, he moved his residence from New York City only in 1877, establishing his home at Belair, in the Parish of Plaquemines. In 1888, when Francis T. Nichols was elected governor, Mr. Dymond was made president of the police jury in Plaquemines Parish. In 1892 he was elected state representative of the parish. This parish had been under negro control since the Civil war. Mr. Dymond undertook the rectification of this position, and his election displaced the former colored representative of the parish in the legislature, though the parish for several years had a colored sheriff and a colored clerk of court. In 1896 Mr. Dymond effected an armed organization that policed the polls, and for the first time in years the black and renegade white influences in parish politics were overawed and a proper count of votes made, resulting in the election of a white sheriff and the restoration of white rule to a parish that had been dominated by negroes for a generation. Mr. Dymond also represented his parish in the Constitutional Convention of 1898, being made chairman of the committee on agriculture. In 1900 he was elected State Senator from the Fourth District, was re-elected in 1904, failed for election in 1908, and was again elected in 1912, declining to run again in 1920.

Mr. Dymond also took an active part in the anti-lottery movement in 1890, and was business manager of the party's organ, the New Delta. He carried his own parish against the lottery, and as president of its police jury declined the proffered gift of \$3,000 of lottery money for the maintenance of the public levees during the high water season of 1891. Mr. Dymond was also active in the campaign that made Murphy J. Foster governor and E. D. White a United States senator.

Mr. Dymond was a member of the Unitarian Church from boyhood, took his first Masonic degrees in 1857, was a member of the Boston and Round Table Clubs of New Orleans, and was one of the oldest members of the Louisiana Historical Society. In 1862 he married Nancy Elizabeth Cassidy at Zanesville, Ohio, daughter of Asa R. and Nancy (Senter)

Cassidy. Her father, a native of Virginia, was an early settler in Ohio, and for many years mayor of Zanesville and a member of the State Legislature. Mrs. Dymond's mother as a child walked at the side of her parents' emigrant wagon all the way from New Hampshire to Central Ohio. To Mr. and Mrs. Dymond were born six children. All are natives of New York City except the youngest, Richard. One son, Frederick, died in 1894, while a student of medicine in Tulane University. The other children are: John, Jr., William, Richard, Mrs. Helen Benedict and Florence.

John Dymond died at his home in New Orleans March 5, 1922, at the ripe age of eighty-six years.

EDMOND SOUCHON, M. D. Among New Orleans' physicians and surgeons, Dr. Edmond Souchon stands pre-eminent not only for the length of his service and his rare skill and accomplishments in practice, but also for his genius as a scholar and originator, the important contributions he has made to the profession in his home city, and to the science of medicine and surgery the world over.

He was born at Opelousas, St. Landry Parish, Louisiana, December 1, 1841, son of Dr. Eugene and Caroline (Pettit) Souchon. His grandfather was a soldier under the great Napoleon and one of the two grenadiers who saved the life of their commander during the Egyptian campaign. Dr. Eugene Souchon became a dentist. During the early life of his son Edmond he suffered ill health and could pursue his profession only at intervals, and lived successively at Opelousas, St. Martinville, at Mobile, Alabama, and finally at New Orleans, where he recovered his strength and for a number of years enjoyed a fine practice as a dentist in the Second District.

Edmond Souchon acquired his early education in the several localities noted, partly in private and partly in public schools. With the improved circumstances of the family he was sent abroad to Paris, where many relatives of his father and mother lived. He had hardly begun his collegiate course when news came of the beginning of the war between the states. He was soon shut off from his monthly remittances and practically throughout the period of the Civil war he had to support himself and continue his studies as best he could in the French capital. At the critical stage of this experience he entered a competitive examination for an internship in the hospitals of Paris, and to his surprise stood fourth on a list of three hundred and fifty applicants. While hospital interne he became acquainted with a famous American surgeon, Dr. Marion Sims, who was in Paris to demonstrate his original operation for vesicovaginal fistula. Doctor Sims welcomed the acquaintance, since it gave him the service of an intelligent interpreter as well as an assistant. Soon afterwards Doctor Souchon's father died in New Orleans, and he felt the necessity of returning home to look after his aged mother. In New Orleans he took up his studies in the University of Louisiana, graduating in 1867 from the medical department.

Doctor Sims had given him when he left Paris a letter to Dr. T. G. Richardson, the distinguished New Orleans physician and surgeon, and this brought him an association with Doctor Richardson, who greatly aided him materially and in counsel. Doctor Souchon became Doctor Richardson's prosector, later his chief of clinic at the Charity Hospital, and his assistant in operations and private practice. At the same time

Doctor Souchon was rapidly building up a large private practice of his own in the Second District, but in 1890 he moved to the uptown district, the better to look after his practice above Canal Street.

Doctor Souchon was a visiting surgeon in the Charity Hospital from 1867 to 1906, a period of almost forty years, and was a member of the Board of Administrators of the hospital during 1880-82. The medical school of Tulane University is especially indebted to him. He was demonstrator of anatomy from 1874 to 1876, and from 1885 to 1907 professor of anatomy and clinical surgery of the University Medical School. Following that he devoted his time to the upbuilding of an anatomical museum, and the Board of Administrators gave it the name the Souchon Museum of Anatomy. When in 1892 Mrs. Richardson made her donation for the building and equipment of the New Medical College on Canal Street, now the medical department of Tulane University, Doctor Souchon was selected to design the floor plans and for two years devoted himself to carrying out the ideals of the founder and his personal ideas, all of which is commemorated in a tablet at the entrance hall of the medical college building, the inscription reading: "Erected under the supervision of Prof. Edmond Souchon, M. D., delegated by the medical faculty to design the floor plans and to have charge of all the interior requirements."

From 1898 to 1906 Doctor Souchon was president of the Louisiana State Board of Health, his service being under three successive state administrations, the longest term of any one president up to that date. When Doctor Souchon retired from his many cares of work in Tulane University in 1906 he was awarded a Carnegie pension.

Doctor Souchon is a Fellow of the American Surgical Association, was president in 1886 of the New Orleans Medical and Surgical Association, is a member of the Orleans Parish Medical Association, Southern Surgical and Gynecological Association, Association of American Anatomists and American Medical Association. Surgeons everywhere know his name through the Souchon's Anesthetizer, used in face and mouth operations, an instrument of which he was the inventor. For many years he has been a contributor to medical and surgical literature, his articles having appeared in a number of American medical journals, with transcripts and quotations in foreign publications.

For two consecutive terms Doctor Souchon was a member of the Board of Governors of the Boston Club. On December 6, 1869, he married Corinne Lavie, of New Orleans, member of one of the old and prominent families of the city. They have three children: Doctor Marion, named for the distinguished Dr. Marion Sims; Corinne, wife of Harry Holmes Hodgson; and Selika.

MARION SOUCHON, M. D. A son of the distinguished physician and surgeon, Dr. Edmund Souchon, whose career has been briefly sketched above. Dr. Marion Souchon has earned distinction and success that entitle him to prominence in the history of New Orleans medicine, where he has been a practitioner and active in medical education for a quarter of a century.

He was born at New Orleans in 1870 and acquired his literary education in Spring Hill College of the University of Virginia. He graduated in medicine at Tulane University in 1894, and for two years was an interne in Charity Hospital. He was also assistant demonstrator of anatomy and chief of clinic to the chair of clinical surgery until 1903.

In 1910 he was appointed clinical instructor to the senior class at Tulane, and he remains as devoted a friend of Tulane as his honored father.

Doctor Souchon has served as chief surgeon of the Hotel Dieu Hospital, chief surgeon to the French Hospital, medical director of the Pan-American Life Insurance Company, surgeon at Touro Shakespeare Home, and has rendered a great deal of public and philanthropic service in addition to the heavy burdens imposed upon him by his practice. He is a member of the Orleans Parish Medical Society, the Louisiana State Medical Society and the American Medical Association. He married Miss Dollie Burthe in 1896. Her father was Edmond Burthe. Their three children are Edmond, Marion and Harry.

GEORGE QUINTARD WHITNEY. One of the strongest banking institutions of the South, the Whitney-Central of New Orleans, is a practical monument to the mastery, ability and financial integrity of George Quintard Whitney.

Mr. Whitney was a native of New York City. His older brother, Charles, began his career as a private banker in New York City, later became interested in an iron foundry, and eventually moved to New Orleans and established the Whitney Iron Works, one of the important industries of the city, with which he was actively identified until his death. Another of the three brothers was Morgan Whitney, who achieved distinction as an artist and spent most of his life in Paris.

George Q. Whitney was educated in the Sing Sing Military Academy of New York, and commenced his career in the offices of the Morgan Line Steamship Company at New York. Shortly before the close of the war between the states he came to New Orleans, continuing in positions of trust with the Morgan, Louisiana and Texas Steamship Line, and was an active business personal associate of Commodore Morgan.

With the great financial backing supplied by his influential connections Mr. Whitney in 1883 organized the Whitney National Bank, and by his personal genius built it up into a strong and prosperous institution. Later he founded the Morgan State Bank as a branch of the Whitney National. In July, 1905, at a time of unusual activity in banking circles in New Orleans, he merged the interests of the Whitney National with the Germania National and the Central Trust & Savings Bank, and from the consolidation, bringing together an enormous aggregate of the financial and business resources of New Orleans, resulted the Whitney-Central Bank & Trust Company, of which Mr. Whitney became president. He continued to direct this institution until his death on February 23, 1907.

His name is otherwise identified with the substantial financial interests of the South. His financial judgment and integrity proved an important asset to New Orleans during the panic of 1893, when his example and leadership and the prompt but mature decisions alleviated many of the chaotic conditions that threatened ruin to many of the large interests in this section of the country. He was also well known among the industrial leaders of New York City, and was a director in the Whitney Iron Works and in many other institutions. For many years he was president of the Board of Trustees and a member of the Board of Directors of the Young Men's Christian Association of New Orleans, a member of the Executive Board of the Eye, Ear, Nose and Throat Hospital and socially was a member of the Boston Club, the Pickwick Club, the Country Club and

the Chess, Checkers and Whist Club. He was a reader of broad and varied tastes and always a patron of art and music.

George Q. Whitney married in 1883 Elise McStea, who survives him and lives in New Orleans. She was born in this city, daughter of Nelson and Abigail E. McStea, the former a native of Ireland and the latter of New Orleans. Two children were born to Mr. and Mrs. Whitney: Nelson McStea and Marie Elise.

DANIEL DECATUR MOORE. As editor of the Times-Picayune, the oldest and most influential of Southern newspapers, Daniel Decatur Moore has achieved a high place in American journalism, is a citizen to whom the people of New Orleans naturally look for leadership, and it would be a conspicuous absence to omit some brief outline of his career from these biographies of New Orleans citizens.

He was born at Moscow, Texas, September 19, 1869, son of John Washington and Martha Jane (Rowe) Moore. He practically grew up in the atmosphere of a printing office, and has been identified with newspaper work ever since. Early in his career he was on the editorial staff of a daily paper at St. Joseph, Missouri, and was still a young man when he came to New Orleans. September 19, 1895, he joined the Times-Picayune as its telegraph editor, and was successively city editor, night editor, managing editor and editor and general manager, holding the latter office with this great paper since May, 1910. He is also secretary-treasurer of the Times-Picayune Publishing Company. Mr. Moore is a director of the Associated Press.

GENERAL WILLIAM J. BEHAN was for half a century until his retirement one of the most forceful and constructive figures in the commercial and civic destiny of New Orleans. He has been a soldier, a fighter in the cause that he believes right at all times, an eminently successful business man, and his achievements have made his name widely known outside his native city.

William James Behan was born at New Orleans September 25, 1840, son of John Holland and Katherine (Walker) Behan. He had completed a liberal education when the war broke out between the states, having attended the University of Louisiana and the Western Military Institute at Nashville, Tennessee. With the beginning of the war he enlisted in the famous Washington Artillery of New Orleans, and was with his command throughout the four years of the struggle, from Bull Run in 1861 until the surrender at Appomattox in 1865. His command was attached to the Army of Northern Virginia under General Lee and participated in all the campaigns in Virginia, Maryland and Pennsylvania.

A veteran soldier he returned to New Orleans and immediately with courage undaunted by the results of the war began the task of carving a commercial career. As a merchant he built up one of the largest firms of its kind in the South, and for many years was a prominent sugar planter. His Alhambra plantation in Iberville Parish was equipped with all the modern improvements known to that industry. The history of the reconstruction movement in New Orleans gives General Behan a prominent place of leadership. At all times he endeavored to defend the rights of the people of Louisiana during the dark days of the reconstruction government. At the culmination of these troubles on Sep-



W J Behan



Mrs W. J. Behan

tember 14, 1874, he in conjunction with Gen. Fred N. Ogden, commanded the battle on the streets of the city which deposed the carpet bag government of the time and brought a new era to the city and state. On the reorganization of the state government by the citizens he was appointed major general of the State National Guard and served from 1874 to 1882. General Behan was also postmaster of New Orleans and from 1882 to 1884 was mayor. To his administration as mayor one of the important chapters of the history of New Orleans is devoted. On the expiration of his term as mayor he was elected a member of the State Senate, filling that office from 1888 to 1892.

During the Cleveland administration General Behan with a large number of sugar planters left the democratic party because of the efforts to place sugar on the free list, and joined the republican party because of its tariff on sugar and its sound money doctrine. He has served as chairman of the Republican State Executive Committee and was a delegate to the national conventions of 1896, 1900, 1904, 1908 and 1912. He was a republican candidate for the office of governor in 1904.

On the formation of the Louisiana Division of the United Confederate Veterans Association in 1889 he was chosen major general, serving two terms, 1889-91. Since 1905 he has been commander of the Washington Artillery Veterans Association. General Behan made the Government and Allied cause the object of his enthusiasm and interest during the World war. In 1917, during the critical period of the conflict, he was appointed a member of a commission to Paris, and while there, the commission was afforded the opportunity, by the French government, to visit the battle front of the Aisne and Somme sectors, under the guidance of an artillery officer.

General Behan is a member of the Southern Yacht Club, is president of the Pickwick Club, was formerly active in the Jockey Club and the French Opera Association and is a member of the Louisiana Historical Society. At all times he has directed important influences for the development of the agricultural, manufacturing and commercial interests of his city and state.

In 1865 General Behan married Miss Kate Walker. A special sketch of this distinguished New Orleans woman and leader in many social, religious and civic activities will follow. General and Mrs. Behan had two daughters, Mrs. Bessie Lewis and Katherine, wife of Andre Dreux. Mr. Dreux was born in France, but is now a resident of New Orleans.

MRS. WILLIAM J. BEHAN was a woman leader and patriot whose life work bore an intimate relation to New Orleans and the entire South. Her death occurred July 28, 1918, more than half a century after her marriage to General Behan. The best account of her many varied services was that written by Marie L. Points, editor of the Morning Star. The article substantially as published in the Morning Star is reproduced here:

On Sunday last there passed out of the life of New Orleans and the dear Southland in which she was such a true and honored leader, one of the most noted Southern women of our day, patriot, philanthropist and worker, and one of the truest and most loyal Catholic women leaders that Louisiana has ever known.

Mrs. William J. Behan, president of the Confederate Memorial Association of the South, president of the Ladies' Confederate Memorial Association of Louisiana, president and foundress of the Catholic Woman's Club, president of the Ursuline Alumnae and the Ladies' Auxiliary of the House of the Good Shepherd, president of the Jefferson Davis Parkway Commission and chairman of Branch No. 8 of the Red Cross Society, died at her residence in this city, after a lingering illness borne with the courage and fortitude of the true and heroic Catholic faith and spirit, which were, above all, her distinguishing characteristics. No woman ever held the hearts of the women of New Orleans and of the South more truly than she did, and none ever left behind a sweeter or more gracious memory. She was honored in death as few were ever honored. The flags of the City Hall and of the Memorial Hall were at half mast in her memory; crepe, for the first time in its history of over seventy years, was hung on the door of the Washington Artillery Hall and the flag draped at half mast in honor of a woman. The various Catholic societies of New Orleans mourned a friend; the orphans, the poor and the outcast, a mother and helper.

Mrs. Behan was born in New Orleans seventy-one years ago. She was born to wealth and luxury. She was the only child of Mr. and Mrs. William Walker, prominent in New Orleans before the Civil war. She was educated in the old Ursuline Convent and was one of its most brilliant graduates. Immediately after graduating she entered into the active work of the Catholic Church in New Orleans. She was one of the most active leaders in St. John's Church in her early girlhood, and all the years of her life from the old convent days was a devoted member of the Sodality of the Blessed Virgin, a helper of the Society of St. Vincent de Paul, a member of the Altar and Sanctuary Society at St. John's and in other parishes in which she afterwards resided.

Shortly after the Civil war she was married to Gen. William Behan who led the Washington Artillery at the time of General Lee's surrender, and who was its subsequent commander, mayor of New Orleans, postmaster of this city, and one of the most prominent sugar planters in Louisiana. Two children blessed their union, which was ideal. Both of them, Mrs. Bessie Behan Lewis and Mrs. Andre Dreux, of Paris, France, with their father survive their beloved mother. General Behan and family went to reside at their beautiful plantation home, Alhambra, White Castle, Louisiana, in the early '90s. While living in White Castle Mrs. Behan was most active in raising funds for the erection of the Church of Our Lady of Prompt Succor and the beautifying of the edifice. She took a prominent part in the collection of funds for the coronation at the Ursuline Convent of the Miraculous Statue of Our Lady of Prompt Succor, and upon the founding of the Ursuline Alumnae became its first president, an office which she held consecutively for many years. She was a tower of strength to the Sisters of Charity when the Lepers' Home was founded near White Castle, and was ever after a true and faithful helper.

Perhaps the most civic activity of this noted woman was in connection with the Ladies' Confederate Memorial Association, organized originally as a soldiers' aid society in New Orleans in 1861 and later devoted to perpetuating the memory of Confederate chieftains. When a confederation of all the Confederate Memorial Associations of the South was

organized in 1900 Mrs. Behan was elected president. She was identified with a large number of other similar organizations, notably the Daughters of the Confederacy.

Mrs. Behan was noted for her loyalty and devotion to Jefferson Davis, and she was largely instrumental through the Southern Confederate Memorial Association, in securing a large sum of money for the erection of the Davis monument in Richmond, Va. After the completion of this monument she turned her attention towards perpetuating the memory of Jefferson Davis in New Orleans. She was instrumental in the organization of the Jefferson Davis Monument Association here, and in 1906 was elected its president. At the time of her election the association had a membership of seventy-five and had \$300. In five years the fund grew to a sufficient amount to erect the monument in Jefferson Davis Parkway, the widest avenue in the United States. Mrs. Behan was largely instrumental in having the Legislature pass an act making Jefferson Davis' birthday, June 3, a legal holiday as Confederate Memorial Day. President Roosevelt, who ordered the name of Jefferson Davis restored to Cabin John Bridge, gave the credit for the work to Mrs. Behan. She was an intimate friend of Mrs. Jefferson Davis and Mrs. Stonewall Jackson.

While Mrs. Behan was active in the cause of the Confederacy, she found much time for other work, and was a member of nearly all the women's organizations in New Orleans. As chairman of the home and education department of the Woman's League in 1905 she conducted an educational campaign for the eradication of the yellow fever bearing mosquito.

Since the entry of the United States into the European war Mrs. Behan took an active part in all war work. She was chairman of Branch No. 8 of New Orleans Chapter of the Red Cross said to be one of the most efficient branches of the chapter. She took a leading part in the financial affairs of the Red Cross, and was one of the hardest workers in making surgical dressings, garments and knitted articles. She also assisted in War Savings and Liberty Bond campaigns.

But Mrs. Behan was above all a true and faithful Catholic worker and leader. Her heart went out to the working girls of New Orleans and she was one of the chief promoters and organizers of the Catholic Woman's Club, devoted to their interests. She was president of the Ladies' Auxiliary of the House of the Good Shepherd, and a devoted and loyal member of St. Margaret's Daughters. Her private charities were large. None could go to her in sorrow and affliction and not find solace and help. Many the poor child whom she personally fitted out for First Communion; many the distressed family into whose humble home she entered bearing relief and joy; many the wayward woman and down and out man whom she helped to better lives.

Mrs. Behan died as she had lived, a true and devoted child of the church. The funeral took place from Notre Dame de Bon Secours Church, in Jackson Avenue, and the entire city paid homage to her memory. Over her heart were pinned her medal of the Children of Mary, the purple badge of the Confederate Memorial Association and a spray of flowers sent in a letter from her little grandson, William Behan Dreux, in France, and which arrived as she had breathed her last.

In the general orders issued by Gen. George P. Harrison, commanding the United Confederate Veterans, and Gen. William E. Mickle, adju-

tant general and chief of staff, are found the following: "With great sadness, the General Commanding announces the death of his warm personal friend and indefatigable co-worker, Mrs. W. J. Behan, which occurred in her home in this city yesterday, in her seventy-first year.

"During the war she affiliated with the memorial societies of the '60s, at that time a mere girl, conducted by the immortal women of the Confederacy. After the war she continued her connection till all the associations were consolidated; and she was made president of the Confederate Southern Memorial Association, a position she has held ever since, to her great credit and benefit of the association. It was mainly through her efforts that the name of Mr. Davis was restored to Cabin John Bridge in Washington, D. C., and the monument erected in this city to his memory. She was ever zealous in good work, whether for the country, state or city, and in her church. She has left a record to which her friends and family can point with pride."

ROBERT EWING. There has been no time in the last thirty years when the name Robert Ewing has not been associated with achievement and prominence in the City of New Orleans. Mr. Ewing is best known as a newspaper man and publisher of the Daily States of New Orleans and the Shreveport Times, but has also been a leader in politics, both state and national.

Mr. Ewing was born at Mobile, Alabama, September 27, 1859, son of James Lindsay and Martha Ann (Hunter) Ewing. His older brother, John Ewing, served as United States Minister to Honduras from 1913 until 1918.

Robert Ewing was educated in private schools in his native city and was twelve years of age when in 1871 he was employed as a messenger boy in the Mobile telegraph office. He learned telegraphy, was in the service for many years as Associated Press operator and also as office manager of opposition telegraph companies both in Mobile and New Orleans. It was his Associated Press experience that gave him his first active connection with the New Orleans Daily States. He became its telegraph messenger in 1887, and has been continuously associated with that Southern journal ever since, becoming assistant business manager in 1893, business manager in 1898, and since 1900 has been publisher and owner. Mr. Ewing in 1908 also acquired and has since published the Shreveport Times, a morning paper in that city.

Mr. Ewing from 1908 to 1919 was the Louisiana member of the Democratic National Committee. He was at the same time a member of the executive committee and chairman of the Press Contributions Bureau. In 1898 he was a delegate to the Louisiana Constitutional Convention. He was superintendent of the fire alarm system and city electrician of New Orleans from 1888 to 1892, and from 1900 to 1908 was state tax collector for the Fourth Municipal District. He is a Knight Templar Mason and Shriner, and a member of the Episcopal Church.

On November 17, 1888, Mr. Ewing married Miss May Dumbrack, of Meaghers Grant, Nova Scotia. She died in 1904, and on September 1, 1917, he married Grace Nolan Mackay, of Kansas City.

CHARLES LOUIS CHASSAIGNAC, M. D., began his professional work in New Orleans nearly forty years ago. Long recognized as one of the

ablest medical men of the South, much of his time and resources have been devoted to institutions and organizations, to the raising of the standards of medical practice and to medical education.

He was born at New Orleans January 25, 1862. His father, Eugene Chassaignac, a native of Nantes, France, came to this country during the '50s. He was a professor of music and harmony, and his musical compositions achieved recognition both in this country and in Europe. He became a naturalized American, and died at New Orleans in 1878. His wife was Elvire Porche, who was born at Pointe Coupee, Louisiana, of a family of well to do planters who had been identified with Louisiana for several generations. She died in 1889.

Doctor Chassaignac was educated at New Orleans in the Academy of the Sacred Heart, the Central High School, and the University of Louisiana, now Tulane, from which he received his M. D. degree in 1883. In that year he began general practice, but in 1895 limited his work to genito-urinary and rectal diseases, and since 1919 further limited his practice to office and hospital work.

Beginning with 1883, he was visiting surgeon to the Charity Hospital and chief of clinic to the late Professor T. G. Richardson until the death of Professor Richardson. In 1890 he took the chair of Professor of Genito-urinary and Rectal Diseases in the New Orleans Polyclinic, and was president of the Polyclinic from 1897 until it was absorbed by Tulane University in 1906. He then became the first dean of the Graduate School of Tulane University, and has continued his work as dean and professor to the present time. He was one of the organizers and president of the New Orleans Sanitarium until its sale to the Presbyterian Hospital and conjointly was president of the New Orleans Training School for Nurses, the first successful training school for nurses established in the South. That school is now also a part of the Presbyterian Hospital.

In 1896 Doctor Chassaignac became managing co-editor of the New Orleans Medical and Surgical Journal with Doctor Isadore Dyer, and since the death of Doctor Dyer has been sole editor. He is a member of the Board of Trustees of the Eye, Ear, Nose and Throat Hospital, a member of the University Council of Tulane University, and was formerly secretary of the Diphtheria Antitoxin Commission, a member of the Board of the Antituberculosis League, and is consulting surgeon to the Charity Hospital, former president and still a member of the Louisiana State Medical Society, former president of the Orleans Parish Medical Society, former vice president of the American Urological Association, member of the American Medical Association, American Public Health Association, American Social Hygiene Association, and corresponding member of Societe des Praticiens de France. During the World war Doctor Chassaignac volunteered for active service in the army, but was not accepted on account of age. He did local duty as medical member of District Draft Board of Appeals No. 1 and chairman for Louisiana of the Volunteer Medical Service Corps.

In politics he is a democrat, and has taken a more or less active part in reform movements in municipal and state politics for over thirty years. He is a member of the Boston Club, formerly was identified with the French Opera Club, and is a member of the Notre Dame de Bon Secours Catholic Church and the Holy Name Society.

June 7, 1899, at New Orleans, Doctor Chassaignac married Jennie Morris, daughter of Joseph C. Morris, of New Orleans. She was the

mother of two children, Elizabeth, born in 1900, and Morris, who died in infancy. On October 10, 1906, at Waukesha, Wisconsin, Doctor Chassaïgnac married Mathilde, daughter of Alexander Labry, of Pointe Coupée, Louisiana. To their marriage have been born five children: Charles, in 1907; Peter, in 1909; Stanton, in 1910; Arthur, in 1912; and Marie, in 1913.

CHARLES ALLEN FAVROT. A great deal of the best art and originality expressed in the architecture of New Orleans during the past thirty years came from Charles Allen Favrot, who has achieved general distinction in his profession as an architect. Mr. Favrot is a member of one of the oldest French families in Louisiana.

His great-grandfather was Claude Joseph Favrot, who came from France as a lieutenant in the King's service. After 1765 he was in the military service of the Spanish regime in Louisiana, and was in command of a fort at the mouth of the Mississippi when Louisiana was transferred to the United States. He was therefore a citizen of three nations during their successive controls in Louisiana, and was a military advisor in defense of New Orleans against the British in 1814. The family name has been one of prominence in the state ever since. His son, Louis Favrot, grandfather of the New Orleans architect, was born in New Orleans in 1788, served as judge of West Baton Rouge Parish, and later practiced medicine. He died in 1876.

Charles Allen Favrot was born in West Baton Rouge May 22, 1866, son of Henry M. and Celestine (Dubroca) Favrot. His father, who was born in the same parish in 1826, and died in 1887, served in the Legislature, and though a Union man became a captain in the Fourth Louisiana Infantry of the Confederate Army, afterward rose to the rank of colonel, and following the war graduated in law and engaged in its practice. He was a member of the Constitutional Convention of 1879.

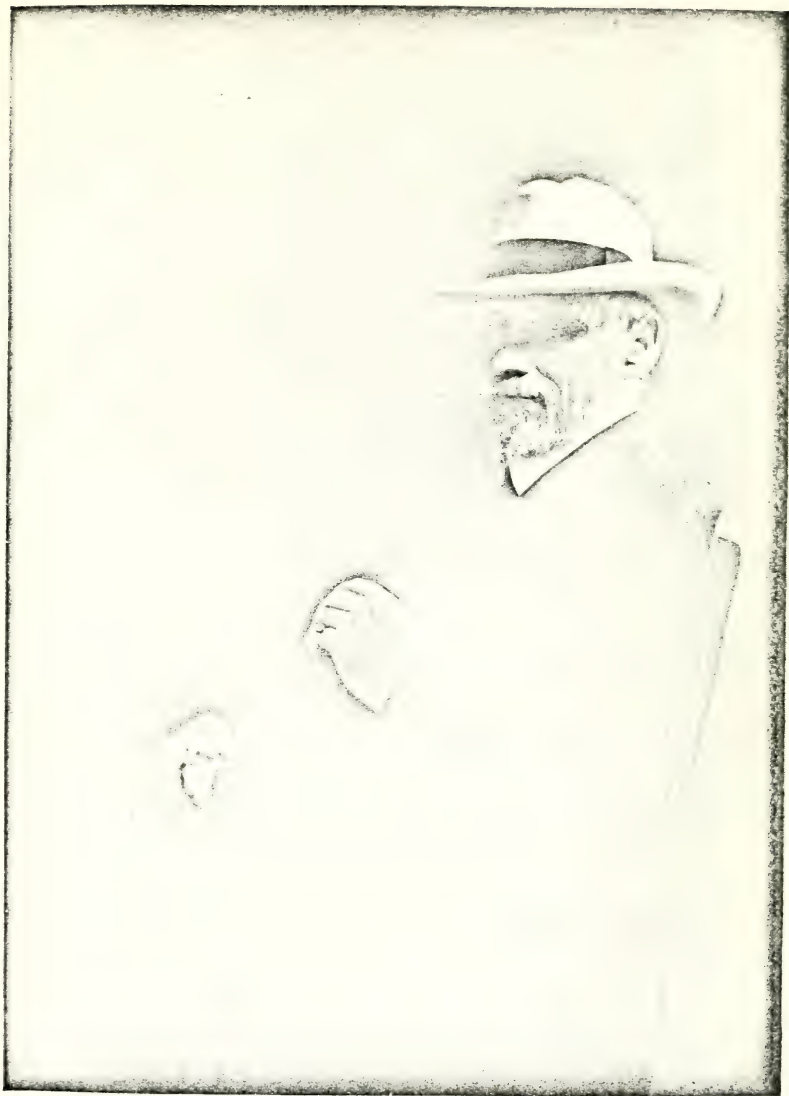
Charles Allen Favrot acquired a public school education and in 1884 graduated in the engineering course from the Louisiana State University. The following year to acquire experience he entered the office of James Freret, but in 1887 resigned to take a post-graduate course in architecture at Cornell University. On his return he began the practice of architecture as senior member of the firm Favrot & Livaudais, and for over thirty years has given his time and best talents to his professional work. He is a member of the American Institute of Architects and is a member of all the leading social clubs and civic organizations in New Orleans.

On January 8, 1891, Mr. Favrot married Miss Beatrice Freret.

ISAAC MONROE CLINE. Only a few of the many thousands who study the daily weather bulletins issued from the New Orleans Federal Building are aware of the long and faithful service and distinguished scientific achievements of the chief forecaster, Isaac Monroe Cline.

Professor Cline became identified with the United States weather service nearly forty years ago, when what is now the Weather Bureau was an adjunct of the Signal Corps of the War Department. He was at that time just twenty-one years of age.

Doctor Cline was born at Madisonville, Tennessee, October 13, 1861, son of Jacob Leander and Mary Isabel (Wilson) Cline. His grandfather, John Cline, was a native of Pennsylvania, moved to Virginia about



McClure

1800, and later to Sevier County, Tennessee, where he located on a farm. In 1845 he moved to Monroe County, where he bought land, developed extensive interests as a farmer and stockman, and lived there until his death. His wife was a Miss Hawk, a native of Virginia and a second cousin of President Monroe. Jacob Leander Cline was born in Virginia, but grew up on a Tennessee farm and made his business farming in Monroe County, where he lived until his death in 1913, at the age of eighty-four. His wife, Isabel Wilson, was born in Monroe County, Tennessee, and died in 1920, at the age of seventy-nine. Her parents were George and Rebecca (Harris) Wilson, the former owner of a large stock and grain plantation, worked by slaves before the Civil war. Isaac Monroe is the youngest of seven children, the others being Alice, George W., Joseph L., Sallie, Cora and Thomas A., all of whom married and reared families.

Isaac Monroe Cline as a boy on a Tennessee farm showed a marked inclination for scientific pursuits. He was educated in local schools and in 1882 graduated with the A. B. degree from Hiwassee College of Tennessee, an institution that in 1885 awarded him the Master of Arts degree. The same year he began in the school of instruction of the Signal Corps at Fort Meyer, Virginia, and was given his first regular assignment of duty at Little Rock, Arkansas, where he was assistant observer from 1883 to 1885. While there he studied medicine and received the M. D. degree from the University of Arkansas in 1885. From 1885 to 1889 he was in charge of the weather observation station at Abilene, Texas, and from 1889 to 1891, at Galveston. From 1891 to 1901, besides his duties as local forecaster at Galveston, he was also section director of the Texas section climatological service of the U. S. Weather Bureau. Since August, 1901, he has been in charge of the U. S. Weather Bureau station at New Orleans, also section director and in charge of the forecast center embracing Texas, Oklahoma, Arkansas and Louisiana. He is also in charge of the co-operation between the Mexican weather service and the U. S. Weather Bureau.

Professor Cline's scientific interests and attainments have brought him numerous honors. In 1896 Add-Ran College, now Texas Christian University, awarded him the degree of Doctor of Philosophy. He served as instructor of climatology at the University of Texas from 1897 to 1901. He is a member of the National Institute of Social Sciences, and in 1915 was a delegate to the second Pan-American Scientific Congress at Washington.

In 1889-90 devolved upon him the task of organizing the Texas Weather Service, and later the Texas section climatological service. It was Professor Cline who in 1895 introduced the custom of issuing forecasts stating what the temperature would probably be in the next twenty-four to thirty-six hours, in connection with warnings for the coming freezes for use of sugar cane and truck growers, a service since greatly amplified and extended. During 1898 he visited the Yucatan and Mexican Gulf Coast and established special weather bureau stations available for the issue of warnings to the U. S. war vessels in Cuban and adjacent waters during the Spanish-American war. He inaugurated the flood warning service of the Weather Bureau for the Brazos, Colorado and Rio Grande rivers in Texas, and established special meteorological stations at Swan Island, Caribbean Sea and Cape San Antonio, Cuba. Professor Cline made the notable forecast of the flood in the Colorado

River in Texas in 1900, and the floods in the Brazos River and the hurricane at Galveston the same year. He also gave warnings from three to four weeks in advance of the Mississippi River floods in 1903, 1912 and 1913, and his timely warnings of the freezes of November 13 and November 29 and 30, 1911, in Louisiana and Texas enabled the planters to take precautions that saved millions of dollars of crops.

Doctor Cline is author of many bulletins and published articles on the climate of the South and Southwest, its effects on health and on agriculture. These include Relations of Climatological Conditions of Texas to Agricultural Interests, Summer Hot Winds on the Great Plains (U. S. A.), the Climate Causation of Disease and Pathological Distributions of Climate in the United States. His most recent work, published by the United States Weather Bureau, is Relation of Changes in Storm Tides on the Coast of the Gulf of Mexico to the Center and Movement of Hurricanes, in which Doctor Cline has made one of the most important contributions to our knowledge of the mechanism of tropical storms since the days of Redfield, Espy and Maury. One of the technical reviews of his work describes this contribution in the following language: "He is the first to show the actual circulation and velocities of winds in the different quadrants of the tropical storm. He has demonstrated beyond question that in cyclones, in the northern hemisphere, where the entire commotion moves forward (as is the case with tropical cyclones), the winds do not blow spirally around the center of the storm as given theoretically in text books; but in the rear of the cyclonic area the winds are inclined and blow towards the center of the storm, and the winds in the rear right hand quadrant blow continuously during the life of the cyclone with the same general direction as that towards which the cyclonic area is moving; and in the right hand front quadrant the winds are less inclined towards the center of the storm and blow more directly across the line along which the center of the cyclonic area is advancing. The greatest sustained wind velocities are shown to occur in the right hand rear quadrant of cyclones in the northern hemisphere, and in the left hand-rear quadrant of cyclones in the southern hemisphere."

In the same book Doctor Cline gives complete data on his discovery of the accurate methods by which relative heights of tides tell all the details of the Gulf of Mexico hurricane long before it hits the shore. This method is based on his personal study of hurricanes face to face on the Gulf coast over a period of twenty years.

Doctor Cline is a member of the Congregational Church, and is past commander of San Felipe de Austin Commandery No. 1, Knights Templar, at Galveston. He has made a special study of art and has brought together a fine collection of American paintings and an unusual collection of antique oriental bronzes. He is a member of the Art Club of Washington, the National Art Club of New York, and New Orleans Press Club. He has been a member of the National Institute of Social Science of New York since 1914.

On March 17, 1887, Doctor Cline married at Abilene, Texas, Cora May Ballew. She died September 8, 1900. Her father was Joseph Ballew, of Camden, Missouri. On August 5, 1902, he married Margaret C. Hayes, of Mobile, Alabama. She was born at Mobile. Her father, Charles Hayes, was a native of Belfast, Ireland, and her grandfather, James Hayes, was born in Edinburgh, Scotland, and married Margaret Little, a native of the same city. Both were Presbyterians and

reared their children in that faith. They died in Belfast, Ireland. Charles Hayes served an apprenticeship at the trade of shipbuilding in Liverpool, and afterward followed his trade in many parts of the world. After circling the globe three times he finally settled at Mobile, and lived there until his death, at the age of fifty-four. Charles Hayes married Caroline McGibbon, daughter of Hugh and Mary (Gamble) McGibbon, natives of Dundee, Scotland. Mrs. Cline's mother died at the age of forty-nine, having reared six children, named James, Margaret, Charles, Mollie, William and Bruce.

Professor Cline by his first marriage has three children: Allie May, wife of Captain Ernest Edward Bonner Drake; Rosemary, wife of Vora Williams; and Esther Ballew, wife of Albert Allen Jones. Professor Cline has four grandchildren, a granddaughter named Frances Cline Drake, Wesley Monroe and Vora Ballew Williams, and Allen Monroe Jones.

ESMOND PHELPS is a native son of New Orleans. He is a son of Ashton and Blanche (Moulton) Phelps, and his father for many years was in the cotton business at New Orleans, but gave the latter part of his life to journalism. Esmond Phelps was born May 21, 1888, and acquired his early education in private schools and is a graduate of both the Arts and Law Schools of Tulane University. He received his A. B. degree in 1907 and the LL. B. degree in 1909. While attending law schools he was a teacher in a New Orleans private school.

Mr. Phelps was admitted to the bar in May, 1909, and on January 1, 1910, became associated with the firm of Howe, Fenner, Spencer & Cocke, and was admitted as a partner on October 1, 1912. The firm name was changed to Spencer, Fenner, Gidiue & Phelps and then to Spencer, Gidieu, Phelps & Dunbar. Mr. Phelps is a member of the American and Louisiana Bar associations and was a member of the Louisiana Constitutional Convention of 1921.

He is a director of the Times-Picayune Publishing Company, and a director of the New Orleans Pacific Railway Company and of the Interstate Trust & Banking Company. He is one of the Board of Administrators of the Tulane Educational Fund and a member of Trinity Episcopal Church. Mr. Phelps is a Sigma Chi and Phi Beta Kappa, dating from his college career, and is also a member of the Boston Club, New Orleans Country Club and New Orleans Lawn Tennis Club, his favorite sport being tennis.

On April 9, 1912, he married Harriot Kinloch Barnwell, daughter of Joseph W. Barnwell, of Charleston, South Carolina. They have two children, Ashton and Joseph Barnwell Phelps.

LOUIS CARROLL ROOT, a banker, and known nationally as a student and writer on financial and monetary subjects, has been actively identified with New Orleans banking and business life for the past fifteen years.

He was born at Port Byron, New York, September 29, 1868, son of William H. and Helen (Hadger) Root. Mr. Root is an A. B. graduate of Cornell University with the class of 1892, and during the following year remained at the university as a fellow of political economy and finance. For thirty years he has been a student of financial problems, is conversant with the financial history of this period and is the author

of a number of published articles and of numerous monographs on monetary questions. During 1897-98 he was assistant to the Indianapolis Monetary Commission. He served as secretary and later as chairman of the executive committee of the Reform Club Sound Currency Committee of New York from 1896 to 1908.

His career as a banking executive began in 1901, when he became secretary of the New York Security & Trust Company. From 1902 to 1904 he served as third vice president of this institution. During 1904-06 Mr. Root was treasurer of the Walter A. Wood Mowing & Reaping Machine Company, one of the large individual companies manufacturing harvesting machinery, whose interests were subsequently combined with the Harvester Trust.

Mr. Root became associated with Isidore Newman & Son in 1906 as manager of their New York office. Since 1910 he has lived in New Orleans, where he is now a member of the firm of Isidore Newman & Son. He also became secretary and treasurer of the American Cities Railway & Light Company, and during 1910-11 served as vice president and treasurer of the corporation. Since 1916 he has been vice president of the Louisiana State Rice Milling Company, Inc. He is vice president and treasurer of the Maison Blanche Realty Company, and a director or officer of a number of local corporations.

Mr. Root is a democrat in politics. On March 26, 1892, he married Alice S. Beers of Ithaca, New York. They reside at 7610 Nelson Street, and his business offices are at 212 Carondelet Street.

GENERAL LOUIS A. TOOMBS, present adjutant general of the State of Louisiana, has been a resident of New Orleans since 1902, was for many years in the United States customs service, and has a long and distinguished record as a participant in military affairs, beginning in State National Guard, and had an active experience in the Spanish-American war, the Mexican border troubles and the World war.

General Toombs was born at Pickens in Holmes County, Mississippi, in 1874, son of Calvin M. and Louise (Pickens) Toombs. His life to the age of seventeen was spent on a Mississippi farm and plantation. In the meantime he acquired a good education, and when he left home he went to Texas and for two years taught school at Luling in the southern part of that state. He located at San Antonio in 1893, and while a stenographer in the offices of Denman & Franklin studied law, but has never practiced that profession. He remained in Texas until 1896, and in 1894, at San Antonio, became a member of the Belknap Rifles, National Guard of Texas, serving with that organization two years.

On his return to Mississippi he became a clerk in the railway mail service, and during 1897-98 was a private in the State National Guard. During the Spanish-American war he was first lieutenant of Company B of the Third Infantry, Mississippi Volunteers, from July, 1898, to December of that year. He was a captain in the Mississippi National Guard during 1899-1900.

After a number of years in the post office department General Toombs removed to New Orleans in April, 1902, and was transferred to the treasury department as an inspector in the United States customs service, continuing in that line of duty from 1902 to 1912. From 1912 to 1916 he was deputy commissioner of the New Orleans Dock Board,

and thus has an interesting record in the civil side of government administration.

During 1916-17 he was on the Mexican border as adjutant of the brigade commanded by Gen. R. L. Bullard, who afterward became a lieutenant general of the Expeditionary Forces in France. General Toombs was in service with the National Army during the World war from July, 1917, to October, 1919, and in July, 1920, was appointed to his present office as adjutant general of the State of Louisiana by Governor John M. Parker.

Of his qualifications as a military man it is possible to speak directly through the words of some of the greatest leaders produced in the recent war. An official report signed by Gen. R. L. Bullard under date February 1, 1919, endorsing a recommendation for the appointment of General Toombs to the adjutant general's department of the Regular Army says: "I have known Lieutenant Colonel L. A. Toombs for more than two years, during six months of which time he came under my command and observation as Brigade Adjutant of a Brigade I commanded during the National Guard Mobilization in 1916, and again he has come under my observation for three months as Adjutant of Division in the Army which I command. He has always shown himself a very loyal and obedient officer, capable and devoted to his duty and military service. He was exceptionally faithful to duty."

Under the same date Maj. Gen. William Weigel, commanding the Eighty-eighth Division, wrote: "He has been under my immediate command and observation as Adjutant of the 88th Division since I took command of same September 10, 1918. He has shown marked ability in every detail pertaining to his department, handles all complicated questions of administration efficiently, promptly and with unerring judgment. This is one department of the Division to which I have never had to give a care for fear of failure. He is tactful and enjoys the confidence of all with whom he comes in contact; maintains harmony and in the command and above all is absolutely loyal. He has made the military profession a life study; and this fact, together with his long experience, makes him particularly fitted for the duties devolving upon an officer in the Adjutant General's Department."

Perhaps his most distinguished service while abroad is revealed in a recommendation that the Distinguished Service medal should be awarded Lieutenant Colonel Toombs. The report containing this recommendation was dated June 10, 1919, at General Headquarters A. E. F. Provost Marshal General's Office, and signed by Brig. Gen. H. H. Bandholtz, contains the following paragraph of details of meritorious services: "This officer, as Provost Marshal of Italy, during the critical period when, due to the decision of the Peace Conference on the Fiume question, so handled the situation as to prevent all friction between the members of the A. E. F. and the subjects of the King of Italy and further set such an example of universal courtesy, reserve and attention to duty as to inspire not only the members of his command, but also the numerous permissionaires and others that unquestionably he personally prevented any serious demonstration against Americans and their property, therein, rendering a very great service to the Government he so ably represents." On October 5, 1921, was presented with Distinguished Service medal, having been duly authorized by U. S. Congress.

A recommendation for promotion from the grade of Division Adjutant to Lieutenant Colonel, made by Maj. Gen. William Weigel under date of October 2, 1918, contains some further interesting details that should be incorporated into the record of Louisiana's present Adjutant General: "Recommended for promotion to grade of Lieutenant Colonel by Brigadier General Robert N. Getty, commanding 88th Division, 15 May, 1918, with following remarks: 'Competent, experienced and matured officer with prior National Guard experience. Has performed Adjutant's duties in an efficient, thorough and capable manner. Recommended after careful observation of the Division Commander.' Again recommended for promotion to grade of Lieutenant Colonel July 23, 1918, by Brigadier General W. B. Beach, commanding 88th Division, with the following remarks: 'Twenty years as an officer of the National Guard, including the grade of Colonel therein; eight months as Brigade Adjutant on the Mexican border; two months as assistant adjutant, Central Department; seven months as assistant adjutant, 88th Division; four months as adjutant, 88th Division. A mature, competent and well qualified officer, and in my opinion entitled to promotion after nineteen months Federal service in present grade.'"

Under date of August 2, 1917, this officer was commended to the War Department in a letter from Maj. Gen. E. H. Plummer, who commanded the 88th Division about six months, as follows: "Major Toombs possesses in a marked degree qualities that fit him for performance of the duties of an Adjutant. He is a man of irreproachable character and habits, with supremely high ideals, including absolute self-sacrifice in devotion to duty."

An official communication from the ministry of foreign affairs of Italy, dated June 20, 1919, apprised General Toombs of the degree by which he was appointed Officer of the Order of the Crown of Italy, as a token of appreciation of his services as provost marshal, this being one of the highest honors the Italian Government bestows, and was presented to the general in December, 1921.

General Pershing's citation awarded to Lieutenant Colonel Toombs July 2, 1919, reads as follows: "Lt. Col. L. A. Toombs, A. G. D. For exceptionally meritorious and conspicuous services as Provost Marshal, Base Section No. 9 (Antwerp, Belgium). American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

These documents speak for themselves and give special satisfaction to all interested in the efficiency of the Louisiana military establishment under its present adjutant general. That General Toombs takes his honors quietly is evident from the picture presented of him by the Daily Item early in 1921: "Louisiana's Adjutant General is a many-medaled soldier. But visitors at the Headquarters of the State National Guard in the Washington Artillery building wouldn't know this by the general deportment of the modest and unassuming Colonel L. A. Toombs, whom Governor John M. Parker picked for the arduous duty of reorganizing the State Guard. Colonel Toombs doesn't parade his medals. He doesn't even appear in military garb except on stated functions. Quiet, retiring, spare of build, the state's adjutant general works away in a modest civilian suit from early until late at night, being interrupted now and then by some foreign consul who formally calls to inform the colonel that he has come to pin another medal on him."



ELIZA J. P. NICHOLSON

His detailed military record is as follows: Private, Texas National Guard, Infantry, 1894-95. Private, Mississippi National Guard, Infantry, 1897-98. Second lieutenant, Mississippi Volunteers, Company B, 3rd Infantry, June to December, 1898 (Spanish American war); and first lieutenant, Mississippi Volunteers, Company B, 3rd Infantry, December, 1898, to March, 1899. Captain, Mississippi National Guard, Infantry, 1899-1900. First lieutenant, Louisiana National Guard, Signal Corps, June 4, 1902, to December 6, 1904. Captain, Louisiana National Guard, Company A, 2d Infantry, March 12, 1905, to December 6, 1906. Private, Company C, 2d Infantry, December 15, 1906, to August 4, 1907. First lieutenant, Company A, 2d Infantry, August 5, 1907, to December 9, 1907. Captain, Company A, 2d Infantry, December 10, 1907, to September 4, 1908. Colonel, Louisiana National Guard, Inspector Rifle Practice, September 5, 1908, to June 3, 1912. Major, Ordnance Department, State Inspector of Rifle Practice, March 6, 1914, to June 25, 1917.

Major, U. S. Reserve Corps, June 26, 1917, to October 6, 1918. Called to active service July 12, 1917, Assistant Adjutant General, Central Department, Chicago; appointed Assistant Adjutant 88th Division, N. A., September 10, 1917, at Camp Dodge; appointed Adjutant 88th Division, March 12, 1918, at Camp Dodge. Lieutenant Colonel, Adjutant General's Department, U. S. Army, Adjutant General 88th Division October 5, 1918, (France). Appointed Provost Marshal of Italy February 12, 1919; appointed Provost Marshal of Belgium May 20, 1919. Assistant Adjutant General, Eastern Department, Governor's Island, New York, September 12, 1919. Discharged, Jackson Barracks, Louisiana, October 31, 1919. With the rank of Brigadier General, as Adjutant General State of Louisiana, July 1, 1920, to date. Federally recognized November 27, 1920, as Lieutenant Colonel, Adjutant General's Department, and promoted to the grade of Colonel, Adjutant General's Department, Louisiana National Guard, January 1, 1922.

General Toombs is a thirty-second degree Mason and a member of Jerusalem Temple of the Mystic Shrine at New Orleans. He married Miss Annie B. Dicken. They had two sons. One, Robert L. Toombs, volunteered at the age of nineteen, and died while in training at Camp Dodge, Des Moines, Iowa, during the World war. The other son is Walter H. Toombs.

ELIZA J. POITEVENT NICHOLSON, the "Pearl Rivers" of Southern journalism and literature and at one time sole editor of the New Orleans Picayune, was born in 1849 near Pearlington in Hanover County, Mississippi. She was of Huguenot ancestry. She was the only child in the old rambling house of her parents on the Pearl River, her companions being the woods, birds and brooks. She has been called the "poet laureate of the bird and flower world of the South."

Her first literary success came from sending a poem to the New York Mercury. To her surprise it was accepted and published. When somewhat later she accepted the position of literary editor for the New Orleans Picayune, at a salary of twenty-five dollars a week, she set a precedent of duties and responsibilities unusual to a Southern woman of her time. Later she became the wife of the proprietor of the paper, Col. A. M. Holbrook. With the death of Colonel Holbrook shortly afterward she was left with only a newspaper burdened with debt and she proved her conspicuous ability in carrying on the work successfully, paying off the

obligations, and giving the New Orleans Picayune the rating of a prosperous financial institution. It is claimed that she was the first woman in the world to own and successfully conduct a large city newspaper.

In 1878 she was married to the able manager of the Picayune, George Nicholson. The two sons of this marriage are Leonard and Yorke. In February, 1896, during an epidemic of the influenza Mr. and Mrs. Nicholson both died within the same week.

The only published volume of Mrs. Nicholson is "Lyrics." Her best known poem is "Hagar." She was a poet of nature and always sang of birds, flowers and the woods and the flowing waters.

LEONARD KIMBALL NICHOLSON, president of the Times-Picayune Publishing Company, grew up in the atmosphere of that veteran institution of journalism in New Orleans, the Picayune, and is one of the two sons of "Pearl Rivers," that brilliant Southern gentlewoman who owned the Picayune and was widely known as a poet.

George Nicholson, father of Leonard K. Nicholson, came from Leeds, England, to New Orleans in 1842, and soon afterward became associated with the Daily Picayune and at his death was part owner of the paper with his wife. "Pearl Rivers" was the nom de plume of Eliza Jane Poitevent, of the French Huguenot family of that name which settled in South Carolina and later in Mississippi.

Leonard Kimball Nicholson was born at New Orleans, graduated from the Virginia Military Institute in 1901, and in the same year took a place in the business department of the Picayune as counter clerk and afterward filled several other places of business routine. For a time he was bookkeeper in the circulation department and upon the incorporation of the Picayune Publishing Company he became vice president and director and for a few months had the active management of the Picayune. While every family tie and sentimental association called upon him to continue the identity of the Picayune, he determined that a consolidation with the Time-Democrat, the morning contemporary, would prove most advantageous to both properties and permanently enhance the prestige and influence of the journals. After several consultations with Mr. Alvin Howard, one of the leading members of the board of directors of the Times-Democrat Publishing Company, formal negotiations were opened and consolidation consummated in April, 1914. The consolidated Times-Picayune has justified all the anticipations of Mr. Nicholson, and the paper is published today from a modern new six-story home with every mechanical equipment and facility of a modern newspaper plant. Mr. Nicholson is the largest individual stockholder as well as president of the company.

In politics he is a democrat in local affairs and votes as a republican in national campaigns. He is a member of the Episcopal Church and has been a member of the Boston Club seventeen years, Southern Yacht Club twenty years, is a member of the New Orleans Country Club and Audubon Golf Club, and belongs to the Delta Tau Delta college fraternity.

In 1905 Mr. Nicholson married Miss Mary H. Fairchild, who died in 1914. In 1915 his cousin, Lois M. Poitevent, became his wife. They were married at Bay St. Louis, Mississippi.

THOMAS P. THOMPSON has found many mediums through which to manifest his civic loyalty and his insistent public spirit. Aside from his



L. K. Nicholson

business activities and interests, which are of broad scope and importance, he has achieved high reputation as an author and publicist, and has gained authoritative place in connection with the history of the State of Louisiana and other commonwealths of the South. He has made a record as one of the largest personal producers of life insurance in the United States, and has made the underwriting of insurance his chief business during the greater part of his active career.

Thomas Payne Thompson was born in the City of Montgomery, Alabama, November 11, 1860, and is a son of William Dunbar Thompson and Mary L. (Joyner) Thompson. He passed the period of his boyhood in that city, where he received the advantages of the public schools, his broader education, marking him as a man of superior intellectual ken and distinctive literary ability, having been gained largely through self-application to reading and study along co-ordinated and well directed lines. From 1880 until 1891 Mr. Thompson was a traveling commercial salesman for a New Orleans wholesale house, and in the latter year he initiated his service with the Equitable Life Assurance Society, one of the greatest of American insurance corporations. In 1811 he became associate general agent for this society for the states of Louisiana and Mississippi, and of this position he has since continued the incumbent. Mr. Thompson is president of the Bienville Realty Company, the Greater New Orleans Building & Loan Company, is vice president of the Panama Planting Company, and a director in the Canal-Commercial Bank, the Mutual Homestead Association and the Title & Mortgage Guaranty Company, all of which are representative business corporations. He served on the military staff of Governor J. Y. Sander of Louisiana, with the rank of colonel, in 1910-12. In 1905 he was president of the Fourteenth Ward Health Association of New Orleans, an organization formed primarily to devise and introduce sanitary measures for the repelling of recurrent epidemics of yellow fever in the Crescent City. In 1908 Colonel Thompson was a leader in the successful campaign against race-track gambling in Louisiana. In 1907 he was the originator of the movement to hold an international exposition in New Orleans in commemoration of the opening of the Panama Canal, and he became chairman of the executive committee of the World's Panama Exposition. There has been no limitation set upon the activities of Colonel Thompson in connection with civic affairs and cultural service. He is president of the Judah Tour Fund, the Shakespeare Home for the Aged, the Louisiana State Museum of History and Commerce, and was vice president of the Louisiana State Board of Charities and Corrections, and director of the Prison Reform Society. He was president of the Life Underwriters' Association of Louisiana and the Marquette Society for Higher Education. The colonel is an appreciative and influential member of the Mississippi Valley Historical Association, the Louisiana Historical Society, the United States Catholic Historical Society, and the American Historical Association. In 1912 he was elected first president of the National Quarter Million Club of Equitable Underwriters at Buffalo, New York. He is a democrat in political allegiance, is a communicant of the Catholic Church, is affiliated with the Knights of Columbus, in which he is a past master of the fourth degree of the jurisdiction comprising Louisiana, Mississippi and Alabama, and he is identified with representative social and civic organizations in his home city of New Orleans, where he is a member of the Southern

Century Club, of which he has served as president, the Pickwick, the Round Table, the Golf and Country clubs.

Colonel Thompson has made valuable contributions to the literature of the South. He is author of a work entitled "Louisiana Writers," published in 1904; a book entitled "Project for World's Exposition at New Orleans," issued in 1910; also "Logical Point Pamphlets" (series Nos. 1-21); and has contributed articles to leading encyclopedias, magazines and newspapers. He has given much thought and time to compiling a work entitled "A Bibliography of Louisiana," and has what is probably the largest existent collection of Americana relating to Louisiana and the Mississippi Valley, this embracing more than 10,000 items. In New Orleans Colonel Thompson resides at 1812 Calhoun Street and his offices are maintained in the Hibernia Building.

In October, 1887, was solemnized the marriage of Colonel Thompson and Miss Julia Elder, of New Orleans, and her death occurred on the 23rd of March of the following year. April 21, 1890, recorded the marriage of Colonel Thompson and Miss Ida M. Zorn, daughter of Dr. A. U. Zorn, a long time music master in the City of New Orleans.

CHARLES DEB. CLAIBORNE, a great-grandson of the first territorial and state governor of Louisiana, is a lawyer by training and early profession, but is best known in New Orleans as a banker through his connection with the Whitney-Central National Bank.

His father, Judge Charles F. Claiborne, was born at New Orleans February 2, 1848, son of William C. C. and grandson of Governor William C. C. Claiborne. He was educated in the Christian Brothers School and the University of Louisiana, was admitted to the bar in 1869, and for many years enjoyed an extensive practice and held many commissions of trust and honor in the affairs of his home city and state. In the "Battle of New Orleans" on September 14, 1874, he was a member of Guibet Battery. From 1888 to 1892 he was a member of the City Council, being elected on the ticket of the Young Men's Democratic Association, and again served in the council from 1896 to 1900 as a candidate of the Citizens' League. In politics he was a democrat in state issues, but favored protection as a national policy. In December, 1913, he was appointed one of the judges of the Court of Appeals for Orleans and other parishes. He served as a member of the Public Library, City Park and Delgado Museum of Arts Commission. On December 25, 1875, Judge Claiborne married Miss Amelie Soniat du Fossat.

Charles deB. Claiborne, a son of this marriage, was educated under private tutors, attended Georgetown University in the District of Columbia, and in 1901 graduated LL. B. from Tulane University Law School. He was active in the work of his profession for fifteen years, until elected in 1916 vice president of the Whitney-Central Bank, and since then has given all his time to this financial institution.

Mr. Claiborne votes as a republican in national affairs and is independent in local elections. He is a member of the Boston Club, Pickwick Club, Louisiana Club and Stratford Club. In 1903 he married Virginia Couturie, a native of New Orleans and daughter of Felix Couturie. They have three children, Virginia, Martha and Charles, Jr.

FRANK ADAIR MONROE, who has had a continuous service on the bench of forty-five years, less a few days, and from April 6, 1914, until

January 2, 1922, was chief justice of the Louisiana Supreme Court, is a son and grandson of eminent American lawyers.

The founder of this branch of the family in America was Andrew Monroe, a Highland Scotchman. One of his descendants was President James Monroe. Thomas Bell Monroe, grandfather of Chief Justice Monroe, was born in Albemarle County, Virginia, and became a pioneer lawyer of Kentucky. President Jackson appointed him a judge of the United States District Court in Kentucky, and he was on the bench until the election of President Lincoln. This Kentucky judge was well known in Louisiana, since for several years he lectured in the law school of the old University of Louisiana. Thomas Bell Monroe spent his last days on the Gulf Coast in Mississippi. He married a daughter of John Adair. John Adair, of Scotch-Irish descent, was a native of South Carolina, served in the American Revolution, soon afterward removed to Kentucky, was one of the early governors of that state and later a United States senator.

Victor Monroe, father of Frank Adair Monroe, was born at Glasgow, Barron County, Kentucky, took up the law as his profession, and during the early '50s President Pierce appointed him the first Federal judge of the territory of Washington. He crossed the plains to take up his duties in the far Northwest, and he died at Olympia, Washington, before his family joined him. Victor Monroe married Mary Townsend Polk, of the Maryland family of that name, whose father was an officer in the United States Navy.

Frank Adair Monroe was born at Annapolis, Maryland, August 30, 1844, and spent his early life in Frankfort, Kentucky. He was educated in private schools, in 1860 entered the Kentucky Military Institute, but about a year later enlisted in the Confederate Army. He was a soldier four years, first in Company E of the Fourth Kentucky Infantry, and later in Company C of the First Louisiana Cavalry. He was wounded and captured in Kentucky in March, 1863, was exchanged in the following October, and continued in service until paroled at Abbeville, South Carolina, in 1865.

After the war he joined his grandfather's family at Pass Christian, Mississippi, began the study of law, and, in 1867, was admitted to the Louisiana bar. He began practice at New Orleans more than half a century ago, and in November, 1872, was elected judge of the Third District Court of the Parish of Orleans, but was dispossessed a month later by the carpet bag régime. He had a prominent part in the restoration of white rule and was a participant with the White League in the action of September 14, 1874, when the Packard government was overthrown. In November, 1876, he was again elected judge of the Third District Court, and in 1880 was appointed judge of the Civil District Court of the Parish of Orleans, being reappointed in 1884 and again in 1892. He served as a member of the Louisiana Constitutional Convention in 1898, and in March, 1899, was appointed an associate justice of the Supreme Court. He was elected without opposition to that office for the term 1908-1920, and was re-elected without opposition for the term 1920-32 but voluntarily retired from office on January 2, 1922. No other judge in the state served so long and the length of his record was accompanied by a service that represents the finest integrity of character as well as discriminating judgment and learning. Judge Monroe took an

active part in the anti-lottery campaign of 1892. He was for twenty years a member of the law faculty of Tulane University. Through all the years since the war he has been deeply interested in his old comrades, is a former president of the Association of the Army of Tennessee, Camp No. 2 of the United Confederate Veterans, and is a former member of the Board of Governors of the Confederate Memorial Hall at New Orleans. Judge Monroe has served as vice president in Louisiana of the American Bar Association.

On January 3, 1878, he married Miss Alice Blanc, daughter of Jules A. Blanc, of New Orleans. Their five sons were named Frank Adair, Jr., Jules Blanc, Winder Polk, William Blanc and James Hill Monroe. The five daughters are Alice, widow of S. S. Labouisse; Kate Adair, wife of G. R. Westerfeldt, Jr.; Gertrude, wife of T. M. Logan, Jr., Adèle, wife of George E. Williams; and Marion, wife of John Taylor Chambers.

J. BLANC MONROE during his active career of twenty years as a member of the New Orleans bar has well maintained the traditions of a family whose members for several successive generations have been prominent in the law, on the bench and in public affairs.

J. Blanc Monroe is a son of Louisiana's veteran jurist, Frank Adair Monroe, chief justice of the State Supreme Court. As a citizen of New Orleans the record of his career is the subject of another article in this publication.

J. Blanc Monroe was born at New Orleans March 3, 1880, and his unusual gifts and talents were supplemented by a liberal education. He graduated from the high school of Tulane University in 1895, and in 1899, at the age of nineteen, received his A. B. degree from Tulane and also the highest honors in scholarship. The law degree from the same university was bestowed in 1901, and he also did post graduate work in the law school of the University of Michigan. For several years he was quiz-master in the law school of Tulane.

During the twenty years since his graduation Mr. Monroe has been one of New Orleans' busiest lawyers. He was first a member of the firm Lapeyre, Monroe & Breazeale, and in 1906 became associated with the late Harry Hall under the firm name of Hall & Monroe. In 1909 Mr. Lemann was admitted and the firm then remained as Hall, Monroe & Lemann, until January 1, 1922, when the late chief justice on his retirement became associated with it as counsel and the former name was changed to Monroe & Lemann. Mr. Monroe has represented many business and corporation interests, is general solicitor for the New Orleans and North Eastern Railroad Company, is general counsel and director of the Vicksburg, Shreveport & Pacific Railroad Company, the Alabama & Vicksburg Railway Company, the New Orleans Terminal Company. He is president of the Broussard Land Company, Gayoso Realty Company, and is a director of the L. & M. Transfer Company and the Railroad Lands Company, these indicating the wide and important scope of his professional interests.

In May, 1904, Mr. Monroe served as a member of the commission appointed by the Louisiana Bar Association for the revision of judiciary. For a number of years he has been secretary and a director of the Society for the Relief of Destitute Orphan Boys. He is a member of Trinity Episcopal Church, a democrat, member of the executive committee of



Martin Behrman

the Louisiana Bar Association, member of the American Bar Association, is a former president of the Alumni Association of Tulane University, and is a member of the Phi Beta Kappa honorary college fraternity and the Sigma Chi. His clubs are the Boston, Country, Nine O'Clocks and Midwinter Cotillion of New Orleans and the Racquet Club of Washington.

On February 27, 1908, Mr. Monroe married Miss Mabel Overton Logan, of New Orleans, daughter of Dr. Samuel Logan. Mrs. Monroe graduated with the class of 1901 from Newcomb College of Tulane University, and for one year was a teacher of French in her alma mater. They have two sons, Jules Raburn and Malcolm Logan Monroe. The family residence is at 1424 Louisiana Avenue.

MARTIN BEHRMAN claims the national metropolis as the place of his nativity, but was not yet one year old when his parents established their home in New Orleans, a city of which their son, orphaned when still a boy, was destined to become mayor, even as he was to become a citizen of prominence and influence in connection with public and civic affairs in the state.

Martin Behrman was born in New York City on the 14th of October, 1864, and is a son of Henry and Frederica Behrman, who established their home in New Orleans in the following year, 1865. The future mayor was but twelve years old at the time of his father's death, and the devoted mother did not long survive, so that the boy was early thrown largely upon his own resources, though he was not denied the advantages of the public schools. As a lad he found employment as clerk in a grocery store, and at the age of nineteen years he became a traveling salesman for a wholesale grocery house of New Orleans. He was thus engaged two years, and thereafter he served four years as deputy city assessor of New Orleans. He was then elected assessor of his district, and after retaining this position four years he became president of the Louisiana State Board of Assessors. In 1892 he became clerk of the City Council of New Orleans, and this office he retained four years. He was a member of the Board of Education from 1892 to 1906, and in 1904 he was elected state auditor, which position he resigned within a short time thereafter, as in the same year he had been elected the first mayor of New Orleans under the new Commission system of municipal government, and his loyalty to his home city was such that he promptly resigned his state office to become the chief executive of the municipal government of the fair Crescent City. The best evidence of the efficiency and progressiveness of his administration as mayor is that offered by his re-election in 1908, 1912 and 1916, his final term of office expiring in 1920. Mayor Behrman gave close study to municipal problems, was the advocate of progressive policies and had the loyalty and personality to gain the necessary co-operation in the furtherance of his plans for advancing the standards of all departments of the municipal government, the while the people of the city gave evidence of their appreciation of his course by continuing him in office four successive terms. He did much to further the best interests of the city, and his administration passes into history as one of the best in the annals of New Orleans.

Mr. Behrman has been for many years an influential figure in the councils and campaign activities of the democratic party, and for eight years he was chairman of the democratic committee of the First Con-

gressional District of Louisiana. He was a delegate at large to the national conventions of his party in 1908 and 1912, and in the former year was chairman of the Louisiana delegation. He was a delegate also to the Louisiana State Constitutional Conventions of 1898 and 1921. He is a popular member of the Choctaw Club, the Young Men's Gymnastic Club, the French Opera Club and numerous other representative social organizations of his home city. The attractive family home is established at 228 Pelican Avenue.

In the year 1887 was solemnized the marriage of Mr. Behrman and Miss Julia Collins of Cincinnati, Ohio, and they have two children, Capt. William S., an officer in the United States Army, and Helen May, who is the wife of N. W. Bond. Captain Behrman was in active service in the army during the entire period of American participation in the World war, and his father gave patriotic service of characteristic effectiveness by giving his influence and co-operation in the advancing of the various war causes in his home city and state.

WILLIAM B. THOMPSON. One of the oldest and largest firms of cotton factors that have shared in and promoted the prestige of New Orleans as a cotton export city is the W. B. Thompson & Company. The active head of this business for a quarter of a century is the son of its founder, who also bore the name William B. Thompson. That name has stood for some of the big things in the commercial and civic life of New Orleans for upwards of half a century.

William B. Thompson, Jr., was born at Kosciusko, Attala County, Mississippi, September 17, 1865, son of William B. and Mary Phalbe (White) Thompson. Some years after his birth his parents moved to New Orleans, and his father developed the large cotton factorage business now known as the W. B. Thompson & Company. The son, however, at first chose a professional career, and was given every educational opportunity and advantage. Mr. Thompson is a graduate of the University of the South at Sewanee, Tennessee, with the class of 1886. He also studied at Johns Hopkins University in Baltimore in 1886-7, and in 1889 received his law degree from Columbia University. As a lawyer Mr. Thompson's work was done at Dallas, Texas, where he was a member of the bar from 1889 until 1896.

He returned to New Orleans in 1896 on account of the death of his father, and his interests since then have been largely centered in the W. B. Thompson & Company and in several institutions and organizations that reflect the larger business enterprise and civic advancement of New Orleans. Mr. Thompson since 1911 has been vice president of the Pan-American Life Insurance Company. He was four times unanimously elected president of the New Orleans Cotton Exchange, serving during 1908-11. Prompted always by a high degree of public spirit, he has accepted some responsibilities that imposed extraordinary duties in behalf of the general welfare, all of which he discharged with a singular capacity and fidelity to the trusts involved. In November, 1908, he was made a member of the New Orleans Public Belt Railroad Company, and was executive head of that board from 1909 to 1912. From 1912 to 1916 he was commissioner of public utilities for the city government, and from December, 1916, to September, 1919, served as president of the Board of Commissioners of the port of New Orleans.

Mr. Thompson, who is unmarried, is well known in the social organizations of his home city, including the Pickwick, Boston, Chess, Checkers and Whist clubs, Young Men's Gymnastic Club, Country Club, Southern Yacht Club. His office is at 808 Perdido Street and he resides at 3300 Prytania Street.

GUSTAVE ADOLPH BLAFFER is a veteran figure in the financial life of New Orleans. He gave more than half a century to banking and business, and in many ways his business career has been a source of practical advantage and inspiration to the community.

Mr. Blaffer was born at New Orleans, May 22, 1849. His father, John Blaffer, came to New Orleans from Germany in 1829, and for many years was one of the active merchants of the city. The son received his early advantages in the public schools of New Orleans, but in 1860, at the age of eleven, his father sent him abroad to complete his education, and he spent three years in school in Germany and a similar period in France.

Mr. Blaffer was only seventeen when he returned to the United States in 1866. For a time he was clerk in a wholesale grocery house, but later became identified with banking, and in 1884 was elected cashier of the Germania Savings Bank, the pioneer savings bank of New Orleans. This bank was later absorbed by the Canal-Commercial Trust and Savings Bank. To these institutions Mr. Blaffer gave a continuous service until recently, when he retired as chairman of the board, after having been president of the Canal-Commercial National Bank.

A successful business man, progressive, scholarly and public spirited, Mr. Blaffer in the course of a long career has accepted and sought various responsibilities and opportunities to do good in charitable directions. He has been associated with movements for the improvement of the city government and city affairs in general. In his personal life he has found increasing pleasure in music, good literature and out of doors recreations. He is a member of the Pickwick, Country, Southern Yacht, and Chess, Checkers and Whist clubs. February 14, 1884, Mr. Blaffer married Lenore Hassinger, of New Orleans.

ALGERNON SIDNEY BADGER. From the close of the Civil war, in which on the Union side he served with the rank and title of colonel, General Badger was one of the very forceful and influential figures in the life and affairs of New Orleans. As a soldier he has national fame, and his name is intimately connected with the most important chapters in the City of New Orleans history.

The Badger family for generations has been one of established prominence in New England and the Carolinas. General Badger was born at Boston, October 28, 1839, son of John Barton and Sarah Payne (Sprague) Badger. His mother was a daughter of Matthew Sprague of Boston.

Only a short time before the outbreak of the Civil war A. S. Badger finished his education at the Milton Academy at Milton, Massachusetts. He was a volunteer in the Sixth Massachusetts Infantry. As every American schoolboy will recall, this regiment responded to the President's first call, started for Washington and suffered a severe and bloody attack and ambuscade in the streets of Baltimore, and was the first volunteer regiment to arrive at Washington. General Badger subsequently was attached to the Twenty-sixth Massachusetts Infantry and the First

Louisiana Cavalry, U. S. Volunteers. He became commanding officer of the latter regiment, and during the Mobile campaign he ordered and led a charge of the First Louisiana Cavalry, together with a detachment of the Second New York Veteran Cavalry, and defeated General Clanton's Confederate Brigade, capturing the general and his colors. He also commanded his regiment in the fight which resulted in the signal defeat of Colonel Maury's Fifteenth Confederate Cavalry and the capture of rebel colors. It was his bravery and meritorious conduct in this campaign that gave him the brevet rank of colonel.

Colonel Badger established his home in Louisiana after the war and took a prominent part in the reconstruction of the state. He was made brigadier general and major general of the Louisiana National Guard, and for six or seven years of the reconstruction period served as commissioner of police and buildings of New Orleans, finally resigning that office in 1875. In the battle of September 14, 1874, the subject of a special chapter in this History of New Orleans, he commanded a brigade of state troops, and during the bloody battle on the streets was severely wounded, receiving four gun shot wounds, a leg and an arm being shattered. It was supposed that his injuries were fatal, though he recovered and lived many years afterward.

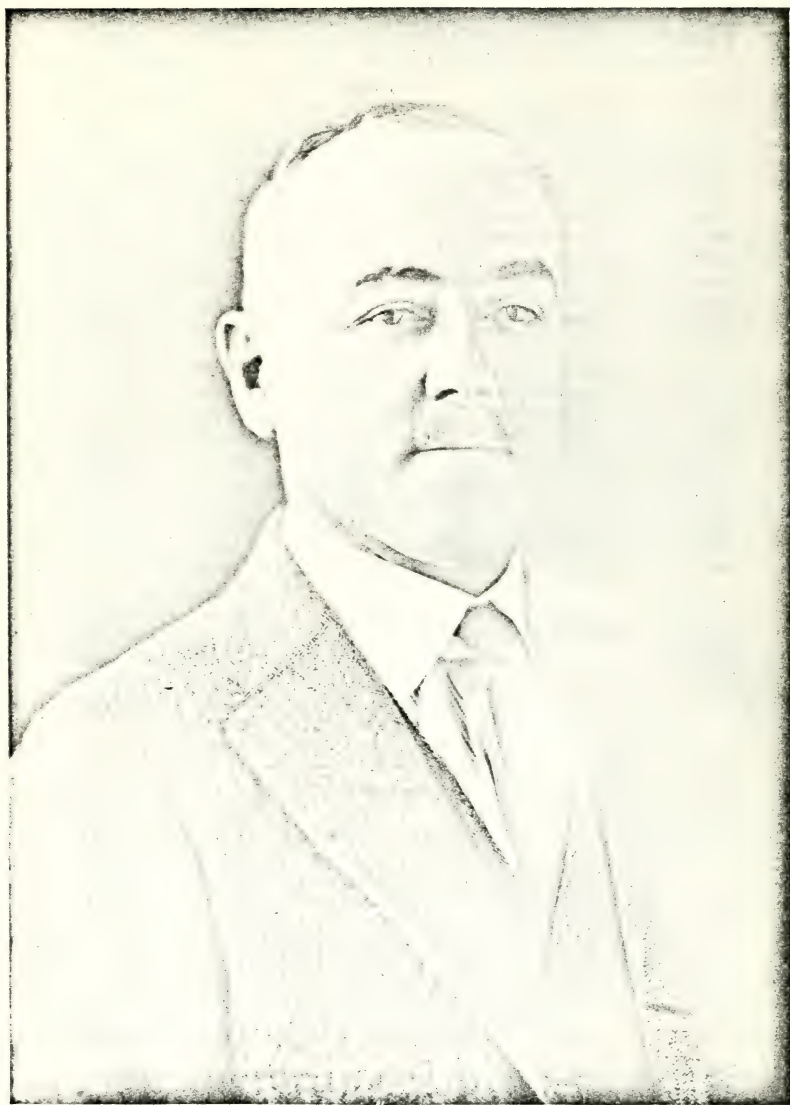
Among other public services General Badger was postmaster of New Orleans, collector of customs of the port and United States appraiser of merchandise. At the outbreak of the Spanish-American war he was elected president of the New Orleans Defense Committee. He served as department commander of the Department of Louisiana and Mississippi G. A. R. in 1886, 1891 and 1892, and was a life member of the National Encampment. He was a past grand commander of the Knights Templar of Louisiana.

His first wife, whom he married April 30, 1872, was Lizzie Florence Parmele, daughter of a prominent New Orleans merchant. She died in January, 1880. September 9, 1882, he married Blanche B. Blineau, a young lady of French parentage. Her father, Jean Blineau, was a well-known figure in business circles in New Orleans. General Badger was survived by five children.

JOHN ALGERNON BADGER, a son of General A. S. Badger, whose career forms an interesting part of the History of New Orleans, is a native son of the city, and through his own initiative and energy has gained a high place among the city's business men.

He was born at New Orleans February 13, 1876, and had a public school education. His father rather encouraged his desire for an army career, and he planned to enter the West Point Military Academy. Being disappointed in this ambition on account of circumstances, he did not long hesitate in choosing a commercial vocation, and at the age of seventeen became office boy for the wholesale house of Woodward, Wight & Company, Ltd., and to this New Orleans institution he has given his undivided time and energies for over a quarter of a century. He was promoted to cashier, to credit manager, and since 1912 has been vice president of the company.

Mr. Badger has also cultivated some congenial social and other interests in his home city. He has long been a sustaining member of the French Opera Association. Another hobby is golf, a game he plays on the links of the Audubon Golf Club. He is also a member of the Pick-



J. Menefer

wick Club, Louisiana Club, Country Club, Round Table Club, Chess, Checkers and Whist Club and is a life member of the Southern Yacht Club. He is a Knight Templar Mason and Shriner and an Elk.

On June 26, 1918, Mr. Badger married Cyril Claire Collister, a daughter of Frederick W. and Adele (Dupuy) Collister. Her father was a wholesale druggist of New Orleans.

JAMES C. MENEFEE. It is somewhat unusual for a professional man to abandon an eminently successful practice and enter the business arena, and still more remarkable when he duplicates his former successes in his new vocation. This, however, has been the experience of James C. Menefee of New Orleans, who, after several years pre-eminently satisfactory practice at the bar of New Orleans, went into the automobile business in 1919, and has achieved in it a notable financial success. Yet, after all, there should not be any surprise felt over such an achievement, for the long training for the law developed just those faculties which would enable a man to accomplish what he set out to do in any calling.

James C. Menefee was born in Claiborne Parish, Louisiana, in 1883, a son of H. W. and Mary Frances (Fortson) Menefee, the former a native of Alabama, the latter of Georgia. The Menefee family is of Scotch and English ancestry, its progenitors in this country settling first in Virginia and Georgia. It is a name of historic prominence in several of the Southern states, particularly in Kentucky. H. W. Menefee was a valiant cavalryman in the famous legions of Gen. Nathan Bedford Forrest in the Confederate Army, and took part in many of the dangerous but intrepidly carried out raids of the great cavalry leader. After the war H. W. Menefee settled in Claiborne Parish, Louisiana, where he became a prominent planter.

Receiving his educational training at Tulane University, James C. Menefee was graduated therefrom in 1909, with the degree of Bachelor of Arts, and in 1911 with the degree of Bachelor of Laws, and entered at once upon a general law practice in New Orleans. For several years he followed his calling, and had a brilliant future before him in the law, but in 1919 established his present business and is president of the Menefee Motor Company, Incorporated, distributors of Ford and Lincoln cars, parts, repairs and accessories and the Fordson tractors. This corporation occupies a modern plant on Burgundy Street, near Frenchman Street, and has shared in the great unprecedented prosperity of the great Ford car industry, even in the face of the depression of nearly all other lines of business and industry. This is one of the most notable of the business successes at New Orleans.

Mr. Menefee married Miss Leslie Fay Keller, who was born in Pointe Coupee Parish, a daughter of Mr. and Mrs. George Keller. Mr. Keller was one of the largest cotton planters in Pointe Coupee Parish. Mr. and Mrs. Menefee have one son, George H. Mr. Menefee belongs to the Association of Commerce, the Country Club, the Chess, Checkers and Whist Club, the Round Table Club and the Southern Yacht Club, and is one of the most popular young business men of the city.

PAUL HENRI LANAUZE has been in the employ of the New Orleans Health Department for a period of forty-five years. In this long period is contained a service that for variety and usefulness stands out pre-

eminently in the records of the department. The duties entrusted to his care have been handled in a conscientious and capable manner, and the responsibilities devolving upon him have been discharged in a way that has gained him the unqualified confidence and commendation of his fellow-citizens.

Mr. Lanauze is a native son of New Orleans, his father being Pierre Alexander Lanauze, who was born in Bordeaux, France. Pierre A. Lanauze was ten years of age when he came to New Orleans with his parents and commenced his career of usefulness as clerk in a hardware store. He was industrious and thrifty, carefully saved his earnings, and in the course of time was admitted as a partner in the firm, with which he was identified for some years. Eventually he severed his connection with the business and established an enterprise of his own, having a store in the Upper Pantablo Building and remaining in business until his death in 1870. He was a man who bore an excellent reputation in business circles, and as a citizen always gave his support to worthy movements. Mr. Lanauze married Odile Felicite Saillard, who was born at New Orleans, of French parentage, and of the children born to this union three still survive: Paul Henri, Emile and Albert.

Paul Henri Lanauze was educated at Durrell's private school at New Orleans, and for a time after leaving school was employed in several clerical capacities. In 1876 he entered the employ of the City of New Orleans, in the Health Department, and he has been in continual service in this department for over forty-five years. Mr. Lanauze was married in 1880 to Miss Marie Hatkinson, who was born at Shreveport, Louisiana, daughter of Peter and Williamene (Duplantier) Hatkinson, the former of Pennsylvania Quaker stock and the later of early French ancestry. Mr. and Mrs. Lanauze are communicants of the Roman Catholic Church.

COL. HENRY G. HESTER. Secretary and superintendent of the New Orleans Cotton Exchange, and a world-famous authority and cotton statistician, Col. Henry G. Hester is generally recognized as one of the best known men in the great cotton industry of the South. He is a native of New Orleans and was born November 18, 1846, a son of Charles Hester, who was born in England, came to the United States in young manhood and became prominent in real estate circles of New Orleans and Louisiana.

Henry G. Hester received his education in the public schools of New Orleans and subsequently studied law in the office of the late Judge H. B. Eggleston for a considerable period, but did not prosecute his legal studies to a conclusion, being attracted instead by the lure of the reportorial field, the school from which so many men of brilliant achievements have graduated. He first became a reporter for the Price Current, then a famous commercial and financial paper published at New Orleans, and in addition to his duties in connection with this journal was associated in the financial editorship of the Daily Picayune. At that time he settled down to the work of developing a career that has attracted the attention and won the admiration of the agricultural, commercial and financial world. His connection with a number of organizations of importance rapidly developed his abilities as a man of figures, and upon the organization of the New Orleans Cotton Exchange, in 1871, he was urged by its founders to accept the position of superintendent, although there were many applicants for the post. He finally consented to take the superintendency,

which was later combined with the secretaryship, upon the condition that it was not to be allowed to interfere with his other work. It is said that never for a moment since his installation as an official of the New Orleans Cotton Exchange, even during the years through which he served as associate editor of the Cotton World, has he been out of touch with the operations of that institution, even though absent from the city for considerable periods.

Colonel Hester in this capacity originated and perfected the system of statistics now used, and has made it, probably, the most perfect system known. Throughout the world his figures on the cotton crops have become famous and invaluable. In speaking of his early work some years ago Colonel Hester said: "I worked on the subject of telegraphic information and perfected the system to such an extent that men in the cotton trade found the advantage so great that they could not well do business outside the exchange. I organized a system of statistical information especially designed for the business of the South that was afterward copied by the exchanges of Savannah, Mobile, Charleston, Galveston, Houston and other places, when they were subsequently organized. At that time we furnished merely daily information of port movements, but after a few years I made up my mind that a statement of the entire crop movement was needed. We called a convention of all the cotton exchanges in the country to arrange a perfect news system and other matters of common interest to cotton centers. The result was an arrangement by which we took in hand and gave out figures monthly. This combination was kept up for quite a number of years. The first national secretary was John S. Toof of Memphis, and subsequently S. H. Buck of New Orleans, but the statistics of the National Cotton Exchange were made by myself. Finally Mr. Toof retired and I was persuaded to take the national secretaryship, which I held for some time in conjunction with the secretaryship of the New Orleans Cotton Exchange. After some years I, too, retired from the position, being succeeded for several years by C. Harrison Parker, and later the National Exchange, having accomplished the work for which it was instituted, was abandoned."

At the time of its meeting at Old Point Comfort a testimony was given Colonel Hester by the National Exchange, and this is now framed and hangs on the walls of his office. This testimonial represents the sentiment of the cotton business of the United States in regard to the work accomplished by Colonel Hester. He was one of the representatives of New Orleans at all the conventions of the National Cotton Exchange during its existence, and assisted that body in its work of bringing about a cordial feeling among all branches of the trade throughout the country, as well as that of laying the groundwork for material improvements in system of gathering information about the yearly cotton crop in the various sections.

Colonel Hester has held a great many important commissions, not directly connected with but growing out of his eminent standing in the cotton world. During the '70s he was expert for the Bureau of Internal Commerce, Treasury Department, getting up reports on the commerce of New Orleans and the industries and agriculture of Louisiana. He held this commission for eleven years. He was a delegate to the Convention of Cotton Trades of the United States and to the Southern Postal Convention at Old Point Comfort, and has represented the New Orleans Cotton Exchange at many important gatherings of those directly interested

in the South's great staple since the New Orleans Cotton Exchange was organized. Governor M. J. Foster made Secretary Hester a member of his staff, with the rank of colonel, and this position he held also on the staffs of Governors W. W. Heard and J. Y. Sanders. Governor Foster also appointed him a member of the State Board of Labor and Arbitration. He was elected president of that board and took an active part in its efforts to settle labor troubles at New Orleans, especially in the case of differences between the Street Railway Company and its employees. He was vice chairman of the Merchants' Committee on Labor; was delegate-at-large to the State Constitutional Convention of 1898, and during the sessions of that assembly was a member of the committees on agriculture and immigration, on corporations and corporate rights, and on affairs of the City of New Orleans. When the question of the selection of a member of the Panama Canal Commission from the South was raised, Colonel Hester was at once put forward by his friends. He was endorsed by the financial centers of the entire South and his fitness recognized throughout the country, but it was decided that an engineer was needed in this position, and, therefore, Maj. B. M. Harrod received the appointment. Colonel Hester's candidacy at that time demonstrated in a remarkable manner the confidence and esteem in which he is held by the united commercial interests of the nation.

Colonel Hester has written a great deal for publication on financial and commercial subjects, at the same time never for a moment failing to keep thoroughly abreast with the intricate duties of his varied and important commissions. He is a member of the Boston and Choctaw clubs of New Orleans, and is a Mason and an Elk. He was a member of the City Sewerage and Water Board when it handled the great problems involved in the proper sewerage and drainage of the City of New Orleans, and various other commissions of importance to the welfare of the city. The foregoing will convey something of an idea as to the manifold duties that engage his attention and time.

Colonel Hester is not only well known to the people of New Orleans, but is quite as well known in the commercial circles of the North, and in various cities of Europe his thick-set agile figure of medium height is likewise well known. His years sit lightly upon him, and he has lost none of the geniality and unfailing good humor which have made him popular wherever known.

NORMAN O. PEDRICK is general manager of the Mississippi Shipping Company and is specially prominent and influential in connection with commercial activities centering and emanating from New Orleans, besides which his influence has extended conspicuously in the domain of shipping interests on the Gulf of Mexico, as is evident when it is noted that he is president of the Gulf Shipping Conference, which has done and is doing so much to advance normal and legitimate expansion in the commercial service of the great Gulf district, especially the port of New Orleans.

The vital and progressive business man was born at Portsmouth, Virginia, in the year 1875, and is a son of Charles W. and Mary F. (Owens) Pedrick. The genealogy of the Pedrick family traces back to staunch English origin, and representatives of the name early settled in Pennsylvania and New Jersey, in which latter state the village of

Pedricktown perpetuates the family name and stands indicative of the prominence of the family in that section of the state in former years.

Norman O. Pedrick acquired his early education in the schools of his native city, and as a youth he gained his initial experience in connection with maritime affairs by taking a position as office boy for a prominent shipping concern at Norfolk, Virginia. He has grown in business stature and influence in the passing years and his connection with the maritime shipping industry has been consecutive. Since 1905 he has been actively identified with the shipping business in the City of New Orleans, and he is now general manager of one of the largest and most important corporations engaged in the general shipping and export business in the Louisiana metropolis. This corporation, the Mississippi Shipping Company, was organized in the spring of 1919 and initiated active business on the 1st of May of that year. It is taking a place of leadership among the important concerns that have contributed materially to the prestige of New Orleans as the second in importance of all commercial ports in the United States.

It is not within the province of this publication to offer detailed survey of the service and functions of the Gulf Shipping Conference, of which Mr. Pedrick is president, but from a specially able, valuable and consistent article which, as president of this organization, he contributed to the New Orleans Item of May 1, 1921, may be made the following pertinent extracts: "The principal object of steamship conferences is to prevent wasteful and destructive competition. This is in the interest of the shipper and the general public no less than of the steamship owner. With equal rates the steamship lines that are members of a conference compete with each other in the matter of service. Service includes prompt forwarding, careful handling and stowage, prompt settlement of just claims, and courteous answers to all inquiries regarding the shipments. With unrestricted competition the tendency would be for agents to feel that if they quoted rates sufficiently low to secure the business they would not have to pay so much attention to the character of the service they rendered. Marine insurance companies recognize the superior service rendered by regular lines by charging lower insurance premiums on shipments forwarded by such lines than on those forwarded by tramp steamers. On March 15, 1920, the Gulf Shipping Conference, Inc., was organized by operators and agents of American steamers located in New Orleans, Galveston, Texas City, Port Arthur, Mobile and Pensacola. The object of the conference is primarily to promote the shipping industry in the Gulf States. The rate-making authority is not exercised by the entire conference but by the various conference trade groups. These groups are as follows: United Kingdom, French Atlantic, Hamburg Range, Mediterranean, Baltic and Scandinavian, Far East, East and West Coast of South America. In allocating steamers to managing agents the Shipping Board stipulates in its contract with them that freight rates are to be determined in conference with other managing agents of Shipping Board steamers operating in the same trade. Agents of foreign lines were invited to join these conference trade groups, and, with a few exceptions, they saw the advantage of working harmoniously with Shipping Board operators instead of inviting competition which might prove disastrous. The principle on which the conferences are based is co-operation and confidence in the given word of the members. Were it not

for the belief in the good faith of each other the conferences would not have lasted one month.

"When shippers feel that conference rates will be strictly adhered to by all members, and that there is no chance of competitors getting a lower rate, they will be as strongly in favor of ocean rates being regulated by conferences as they are of railroad rates being controlled by the Interstate Commerce Commission. The Gulf Shipping Conference is hopeful of inspiring this confidence on the part of shippers."

In addition to being president of the splendid organization noted above, one of vital importance to the commercial interest of New Orleans, Mr. Pedrick is also a loyal and progressive member of the New Orleans Association of Commerce and the New Orleans Board of Trade. In a more purely social way he holds membership in the Round Table Club, the Pickwick Club and the Southern Yacht Club, representative organizations in his home city.

Mr. Pedrick married Miss Julia L. Harrison, of Portsmouth, Virginia, and their only child, Parks, is at the time of this writing, in 1921, a student in the School of Commerce of Tulane University.

WYNNE GREY ROGERS. For half a century or more the name Rogers has had many honorable associations with the law and public affairs in New Orleans. Wynne Grey Rogers, an attorney by profession and a judge of the Civil District Court, is a native of New Orleans, where he was born December 26, 1874.

His parents were Owen Wynne and Mary (Winkelmann) Rogers. His father was also born at New Orleans, while his mother was a native of Germany. The senior Rogers served as a soldier in the Confederate Army, and after the war gained an enviable place at the bar and in public affairs. He served as judge of the Court of Appeal for the Parish of Orleans and judge of the First City Court, and represented his home district in both the Senate and House of the State Legislature. He was long a leading democrat in the state.

Wynne Grey Rogers was liberally educated, attending public and private schools in his native city and graduating with the LL. B. degree from Tulane University Law School. He has since been engaged in a varied general practice, and in March, 1920, was elected over five opponents as one of the judges of the Civil District Court for the Parish of Orleans.

During the World war he was a member of the Four Minute Men organization, and was also on the Legal Advisory Board. In his alma mater, Tulane University Law School, he holds the chair of Professor of Louisiana Civil Procedure. Judge Rogers is a democrat and a member of the Episcopal Church.

He is one of Louisiana's most prominent Masons, now holding the post of Grand Master of Louisiana Free and Accepted Masons. He is affiliated with Union Lodge No. 172, Free and Accepted Masons, Orleans-Delta Chapter No. 1, Royal Arch Masons, Louisiana Council No. 1, Royal and Select Masters, Indivisible Friends Commandery No. 1, Knights Templar, with the Grand Consistory of Louisiana, Shalimar Grotto, M. O. V. P. E. R., Orient Grove, Ancient United Order of Druids, and is the present potentate of Jerusalem Temple of the Mystic Shrine. Judge Rogers is unmarried. Other civic and social relations give him membership in the Chess, Checkers and Whist Club, Young Men's Gym-



Myrna (Nager)

nastic Club, Church Club of Louisiana, New Orleans City Park Improvement Association, and he is a member of the Boys High School and Tulane University Alumni associations.

W. H. BOWER SPANGENBERG. Member of a prominent old Louisiana family, W. H. Bower Spangenberg was born on a plantation, but his life since childhood has been spent at New Orleans. He has a widely extended business in electrical construction and has a national reputation as an artist and expert in decorative lighting and theatrical scenic effects.

He was born in Jefferson Parish in 1873, son of Robert and Mathilde (Bower) Spangenberg. His father, a native of Brooklyn, New York, came to New Orleans when a young man, and for many years conducted a sugar plantation in Jefferson Parish, near New Orleans. His first wife, whom he married at New Orleans, was Alice Bouligny, member of the noted Creole family of that name. She lost her life in a marine disaster, the sinking of the steamship *White Star*. His second wife, and the mother of W. H. Bower Spangenberg, was Miss Mathilde Bower, daughter of Dr. William Henry Bower of New Orleans. After the death of Doctor Bower his widow became the wife of Mr. Pilcher, a prominent cotton planter of Lower Louisiana. The Bowers and Pilchers were families of high repute in Louisiana affairs.

W. H. Bower Spangenberg attended school in New Orleans, and his first position was as messenger boy in the Cotton Exchange, and later was a clerk in a cotton broker's office. Leaving that, he entered the electrical industry as an employe of the National Automatic Fire Alarm Company, a concern with which he remained about fourteen years. This experience gave him a knowledge of the technical side of the industry, and he also was promoted from time to time, with increased responsibilities of business.

Mr. Spangenberg has had a pioneer part in the practical use of electricity at New Orleans. He and his brother, Robert F. Spangenberg, about thirty years ago established the first electric lighting in the old French Opera House. Through many years he has developed an extensive business in general electrical construction and engineering. His specialty, however, is as an expert in decorative and theatrical lighting. His technical knowledge and practical experience furnish an adequate foundation for a display of his genius in this special field. Since 1909 he has annually carried out the electrical lighting and illumination contracts for the great carnival parades, balls and banquets held each year during the Mardi Gras season. Some of his designs and effects, particularly for the banquet occasions, have been pronounced real works of genius. He had charge of the illumination and lighting effects for the first production of the Passion Play in the French Opera House. He is officially in charge of all the lighting and illumination for Jerusalem Temple of the Mystic Shrine at New Orleans.

Mr. Spangenberg is a member of the National Electrical Contractors and Dealers Association, being treasurer of the local body at New Orleans, and is a member of the Electrical League, Rotary Club, Southern Yacht Club and Association of Commerce. He is a thirty-second degree Scottish Rite Mason, a Knight Templar and a member of Jerusalem Temple, Nobles of the Mystic Shrine.

He married Miss Alice Jones, daughter of Mr. and Mrs. Felix A. Jones, of New Orleans. Their two children are Leonard Reese and Alice Bower.

SAMUEL BROOK DICKSON, president of the Brook Tarpaulin Company, and president of the Dickson Waterproofing Company, is one of the most substantial business men of New Orleans, and occupies a dominating position in the industrial life of the city. He was born at New Orleans in 1887, a son of Charles and Katherine (Klein) Dickson, both natives of New Orleans, and grandson of Daniel Dickson, who was born at Plymouth, England. The latter was a contractor of New Orleans for many years, and a life-long friend of the Brook brothers. In 1857, while on a voyage back to England, Daniel Dickson lost his life at sea.

Charles Dickson at the time of his father's death, was about eight years old, and was practically taken into the Brook family and reared by the brothers. Upon reaching suitable age he was taken into partnership in the Brook Tarpaulin Company, which had been founded in 1840 by Samuel Brook, who had come to New Orleans from England. After his death it was continued by his brother, W. H. D. Brook, and it was the latter who gave Charles Dickson an interest in the business. The present name was then, as now, the original one of the Brook Tarpaulin Company, and it is one of the historic industries of the Crescent City. It is a rather remarkable fact that Charles Dickson died within one week of his benefactor, both of them passing away in July, 1912.

One of the really big men of New Orleans, Charles Dickson took an active and leading part in all political and public affairs and as councilman for about thirteen years under different administrations he aided in bringing about some of the most notable and useful of New Orleans' civic improvements. He was a man of large affairs and had a recognized genius for consummating deals of magnitude and importance, both in his own business and in municipal matters. His death was a distinct loss to the city. His widow survives him and is residing in New York City. He is vice president of the Brook Tarpaulin Company, which is owned by the family, and was incorporated in 1913.

Samuel Brooks Dickson was educated in the local schools, Cascadilla College at Ithaca, New York, which is a preparatory school for Cornell University, and then entered his father's office in the tarpaulin business, beginning his practical training at the early age of seventeen years. Rising through various positions, he is now president of this important company, and his youth, energy and skillful management have brought about a great expansion of the business and property holdings of this old and famous business institution. The plant is an extensive one, occupying nearly an entire block, surrounded by Celeste, Tchoupitoulas and St. James streets. Its principal business is the manufacture of tarpaulins and related products, sails of all sizes for ships, wagon tarpaulins, code signals and canvas work of every description. In this plant is the largest sail loft in the United States; the cotton duck warehouses are of large capacity and practically fireproof; the repair shop is also of commodious dimensions and equipped with every facility; all machinery is electrically-driven; it is one of the best lighted and ventilated industrial plants to be found in the South; it is always

kept sanitarily clean; first-class lavatory and bathing facilities are provided for the employes; and, in fact, everything is done to expedite production, insure perfection and provide ideal working conditions for the employes. An essential part of tarpaulin making is the waterproofing, and this is provided by an auxiliary company, operating under the name of the Dickson Waterproofing Company, of which Mr. Dickson is not only president, but the inventor of the Dickson liquid waterproofing compound which this company manufactures. In addition to the domestic trade, which extends throughout the United States, the company carries on a very large export trade in tarpaulins.

Mr. Dickson married Miss Corrinne Toledano, a member of one of the historic families of New Orleans.

WILLIAM H. BLACK. The many and multiform interests of New Orleans, the center of the trade of the Gulf States, are of such magnitude as to necessitate particularly large financial transactions, which, of course, are carried on through the medium of the banking institutions of the city. Because of the importance and size of these different affairs, the banks of this region play a very momentous part in the business life of the city and offer to men of superior character unsurpassed opportunities for advancement. Therefore some of the leading financiers have found it desirable and profitable to devote their efforts to the transaction of the affairs of one or other of the banks of this city. One of these men who is receiving a well-deserved commendation from his stockholders and the public generally is William H. Black, assistant manager of the Federal Reserve Bank of New Orleans, an experienced banker and shrewd business man.

William H. Black was born at Norfolk, Virginia, in 1886, a son of George W. and Jennie (Lumsden) Black, both of whom were natives of Scotland, who came to the United States when young and located in Virginia, where they were later married. Growing up at Norfolk, Mr. Black first attended the excellent public schools, where he laid the foundation for his later training, acquiring that in the University of Virginia at Charlottesville, Virginia.

Attracted to New Orleans because of its many business possibilities, Mr. Black from 1907, the date of his arrival in the city, to 1918, when he was appointed to his present position, was local manager for the American Tobacco Company at New Orleans. So capable and enterprising did he prove that he attracted the attention of the group of financiers controlling the affairs of the Federal Reserve Bank of New Orleans, which is a unit of the Federal Reserve Banking System of the United States, established September 1, 1915, and connected with the Federal Reserve Bank of Atlanta, Georgia, and was appointed to his present position.

The residence of Mr. Black is at Gretna, across the Mississippi River from New Orleans, and he takes a very active part in the affairs of his home town, having been instrumental in securing much of the commercial and industrial development of Gretna and Jefferson Parish. In May, 1921, after a strenuous campaign in its behalf, Mr. Black and others succeeded in organizing the Gretna Chamber of Commerce, and his associates honored him by electing him the first president of the association.

William H. Black was married to Miss Madeline Landry, of Donaldsonville, Louisiana, a member of a prominent family of that city. Mr. and Mrs. Black have three children, namely: Helen, Douglas and Marion.

EDWARD S. BUTLER, who left Tulane University to become a clerk in the cotton brokerage firm of A. Brittin & Company, is known in cotton circles at all the principal markets of the world, and is now serving his third consecutive term as president of the New Orleans Cotton Exchange. He previously served one term as vice president, and has been a member of the Exchange Board of Directors for twelve years, and has filled every prominent position in the exchange, including those of chairman of the Rules Committee, chairman of Supervision and Delivery Committee, and others.

The new Cotton Exchange Building was erected during his administration as president.

Mr. Butler was born at New Orleans March 6, 1882, son of Charles A. and Julie L. C. (Weber) Butler. His mother's father was a prominent New Orleans chemist. Charles A. Butler earned distinction as a lawyer, served as district attorney of New Orleans from 1892 to 1896, and was a leader in state democratic politics.

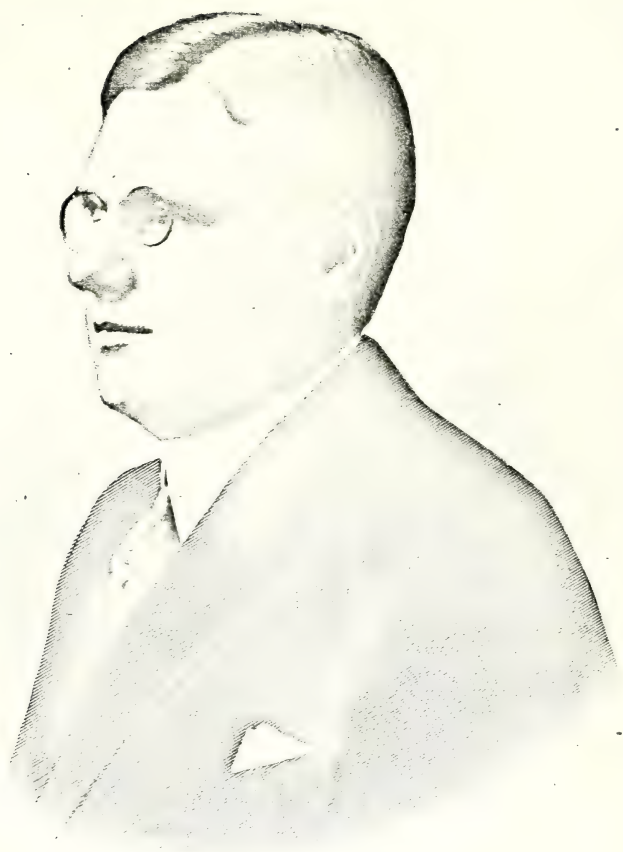
Edward S. Butler graduated from St. Aloysius Institute in 1897 and attended into the senior year Tulane University. His first employment was as clerk in the cotton and stock brokerage firm of A. Brittin & Company of New Orleans. Late in 1900 he became a clerk for Holford, Minoprio & Company, and was in their service except for three months in 1902, when he was employed as bookkeeper in a bank. December, 1903, he became manager of Minoprio, Forgan & Company, successors of Holford, Minoprio & Company, and ten years later acquired a partnership in Minoprio & Company. Mr. Butler retired from this firm in 1920 and has since been vice president of Weatherford-Crump & Company, one of the most prominent firms represented on the New Orleans Cotton Exchange.

Mr. Butler is a director of the Citizens Bank & Trust Company of New Orleans. A democrat without official aspirations he has taken a deep interest in local and national politics. He has been connected with several Carnival organizations, is a member of the Boston, Lake Shore, Southern Yacht and Country clubs of New Orleans and New York Club of New York. He is a Catholic. When the United States Shipping Board was organized during the World war Mr. Butler was endorsed as the Southern representative on the board.

In New Orleans February 15, 1905, he married Corinne F. Marquez. Her father, Baldo M. Marquez, was a prominent New Orleans cotton broker for many years. Mr. and Mrs. Butler have a son and two daughters: E. S. Butler, Jr., Audrey M. and Janice J. Butler.

HENRY G. MARKEL is probably one of the chief examples in New Orleans of the modern profession of architecture, representing not only the cold art of structural design but the vital principles of application of architecture to home and business needs and all the comprehensive elements involved.

Mr. Markel inherits the architectural tradition which has been strong in the family for several generations. He was born at New



Edw. L. Baker

Orleans in 1885, son of William and Emma (Landry) Markel. His mother is now deceased, and it was she who noted his particular talents and pointed the way to the choice of his profession when he was only a boy. William Markel was born at New Orleans in 1847, and has spent his life in this city, where for many years he was one of the leading building contractors, retiring some years ago with a comfortable fortune. The grandfather of Henry G. Markel was Henry Markel, a native of Loraine. He was one of seven young men selected by Frederick the Great to study architecture in Heidelberg University, and after finishing his studies there he practiced architecture for a time in his native country. He came to America, locating in New Orleans, in the early forties, and died here in 1850.

Henry G. Markel after finishing his grammar school work was apprenticed, at the age of thirteen, for a term of two years with the firm of Wilcox & Geary, architects. During this apprenticeship and for some time following he supplemented his school education by serious home study, especially of subjects that would advance him in his chosen career. For eight years he was in the office of Mr. Rathbone De Buys and another eight years in the office of Mr. Emile Weil, both leaders in their profession in New Orleans. He was assigned every line of routine duty in these offices, but from the first gave special attention to designing.

During the World war Mr. Markel served as divisional engineer in the Department of the Construction Quartermaster of the United States Army. In the spring of 1917 he was sent to Anniston, Alabama, and during the remainder of the war had important duties at Camp McClellan, taking charge of its construction. This project involved the expenditure of several million dollars and it became noted as one of the best built and most healthy army cantonments in the country. In March, 1918, he was put in charge of the department that included all of the designing, all of the actual construction work in the field, inspection, cost work and general report work connected with Camp McClellan. In September, 1918, he inaugurated and supervised the installation of the unit cost system at the camp. Altogether a year and a half were devoted to his duties in that cantonment.

After his release from the army Mr. Markel returned to New Orleans and for a time engaged in business as a general contractor and builder in partnership with his brother, Robert W. Markel. There was no thought, however, of taking up a business that would permanently divorce him from his chosen profession, and in 1920 he opened his office as an architect, in which he met with well merited success. He has been favored with a clientage that appreciates his talents as an architect, his skill as a builder, and his ability in financing building operations. All of these elements are essential to the modern architect. He specializes in personal service, giving his best thought and experience in the formulating of the tentative plans, the selection of material, supervision of construction and every element in fact that enters into the broad domain of architecture. His hobby is beautiful buildings, buildings suitable to their surroundings, to the climate, to the needs of the owner, and to all other conditions.

Mr. Markel is a member of the American Society of Military Engineers, the New Orleans Association of Commerce, and is affiliated with the Elks. He married Miss Minerva Robeson of New Orleans. Their

six children are named Emma, Henry Elmer, Arthur, Beulah, Anamary and Samuel Richard.

T. M. LOGAN BRUNS. The name Bruns has been one of the most prominent in the professional life of New Orleans for more than half a century. The representative of the name noted above is a successful and prominent young lawyer.

His grandfather was Dr. John Dickson Bruns, who was born at Charleston, South Carolina, in 1826. At the age of twenty-one he graduated from the Medical College of the State of South Carolina at Charleston, and during the war between the states was surgeon of a general hospital of the Confederacy. In 1866 he came to New Orleans to accept the chair of Professor of Pathology in the New Orleans School of Medicine, now Tulane University. He was a busy scholar and professional man, and came in contact with a great many of the rising generation of physicians and surgeons. Outside of his profession he was also well known in literary circles as a writer and poet. He died at New Orleans May 20, 1883.

His son, Dr. Henry Dickson Bruns, has a no less distinguished name in the realm of medicine and surgery. He was born at Charleston, graduated in 1881 from Jefferson Medical College at Philadelphia, and for forty years has been busily engaged in the broad work of medical education and practice. He is emeritus professor of diseases of the eye in the Tulane University Graduate School of Medicine, and is also surgeon-in-chief of the Eye, Ear, Nose and Throat Hospital of New Orleans. Dr. Henry Dickson Bruns married Kate Virginia Logan.

For many years the family has maintained a summer home at Howardsville, Virginia, and it was in that locality of Buckingham County that T. M. Logan Bruns was born August 20, 1889. He had an extensive and thorough college and university career, particularly in law. For one year he attended the academic department of Tulane University and in 1910 graduated with the A. B. degree from the University of Virginia. He studied law at the University of Virginia in 1911, teaching school in the meantime, also spent one year in the law department of Columbia University of New York, and completed his law courses in Tulane University during 1913-14. He was admitted to the bar and began practice in the latter year. He has two law degrees from Tulane, in the common and civil law.

Mr. Bruns in the summer of 1918 volunteered for service as a private in the Hospital Corps of the United States Army, and early in November, 1918, went overseas, attached to Base Hospital No. 123. Later he was promoted to hospital sergeant. In France he was stationed at the great base hospital at Mars sur Allier.

On returning home in 1919 Mr. Bruns resumed his legal work and in addition to his private clientage he is now serving as assistant district attorney. He is a member of the Sigma Chi fraternity, the Young Men's Business Club, and the American Legion.

RAPHAEL J. FOLSE, founder and president of the Folse-Hecker Auto Tractor School, has given to the City of New Orleans an institution that is doing most valuable service in an important field of technical and practical instruction, and the school of which he is the executive head has the facilities and service which mark it as being main-

tained at the highest modern standard. Mr. Folse was born and reared in Assumption Parish, Louisiana, and in the personal sketch of his, L. J. Folse, Jr., on other pages of this work, are given adequate data concerning the family history.

Mr. Folse was reared on the old home plantation and gained his early education in the schools of his native state. Several years ago he went to the North to perfect himself in mechanical and electrical engineering as applied to the automotive industry, and in this line of work he passed several years in various northern cities. He has gained wide reputation as an expert automotive engineer, and his thorough and comprehensive knowledge of technical and practical details have made him specially successful as teacher in his profession. During the period of the nation's participation in the great World war Mr. Folse, under Government supervision, instructed hundreds of automotive mechanics.

In 1920 Mr. Folse returned to Louisiana and established in New Orleans the Folse-Hecker Auto Tractor School, which has in the interim gained high standing and unqualified success. It was soon found essential to lease for the accommodation of the new institution a three-story modern building at the corner of Julia and Baronne streets, especially equipped for the uses of the school. The school was organized in 1920 with students from eleven states and fourteen foreign countries. In the new building every known type of motor is installed and special course in tractor work is given on a 25-acre farm on the outskirts of the city. Training will embrace every branch of the automobile industry, welding and electrical work. According to an announcement from the school only ten garages in New Orleans are doing their own electrical work, the remaining 275 sending it to specialists in the trade. The announcement says forty-four trained men have entered business for themselves in New Orleans upon graduation, and numerous others have been sent out as automobile electricians, superintendents of logging camps and road construction gangs. R. J. Folse is president of the school; F. L. Hecker, secretary; and E. J. Schneider, treasurer.

Under date of March 24, 1921, the New Orleans Association mailed to the Folse-Hecker Auto Tractor School the letter of commendation from which the following quotations are given: "We note with considerable interest the work that your school is doing in the technical training of auto mechanics. The increasing demand for men who are technically trained offers you a great opportunity to render a very unique service in the development of our country. Such a school as yours offers not only to the young men of the Southern states but to the countries south of us an opportunity to learn a profession which is well paid and continually employed, as the demand is increasing each year for such men. We are very glad to have the opportunity to recommend your school to men seeking such training."

The Folse-Hecker Auto Tractor School has established and perfected a remarkably effective system of technical and practical training, and its graduates come forth fully equipped for the most effective service in the work for which they have thus prepared themselves. This is an unusual school of unusual facilities. It offers much to the student, and all who are interested in such matters may obtain full information by applying, either in person or by correspondence, to the offices of the institution, which have prepared the best of descriptive literature concerning the advantages and work of the school. In conclusion it is

pleasing to offer the following quotation from a descriptive book issued by the institution: "We teach you in French or Spanish if you can't talk English. Why do we teach foreigners? They come here because we train them right. Because you can come and start at any time to suit your convenience you come and progress according to your own ability. Why is the auto mechanic trained here in demand? We teach you ignition, that's why. You get here the experience you can't get elsewhere, because we make trouble-shooters of all our students. In our school you test and rewire real motors, not dummies. You make them run, and that's how you learn. We have no dummy motors in the school."

JOHN ANTONIO DAVILLA. While Mr. Davilla has been associated with some prominent business interests in New Orleans in the course of his active career of more than forty years, he is best known in the city and over the state for his prominence in Masonry, being grand secretary and recorder of the York Rite bodies of the Masonic jurisdiction in Louisiana with the exception of the Grand Commandery.

He was born at New Orleans November 17, 1858, son of Manuel John and Margaret Davilla. Mr. Davilla was educated in the grammar and high schools, graduating from high school in 1875, and since 1890 has been secretary of the High School Alumni Association. After his schooling he became clerk in a wholesale drug house, but in 1880, being tired of city life, he went to the country and clerked in a general store several years. Since returning to New Orleans he has given his service to and is actively identified with a number of commercial enterprises. In 1893 he was appointed to a position in the New Orleans Mint. He is now a director of the Security Building and Loan Association, and since 1901 has been treasurer of the Louisiana League of Building and Loan Associations.

Mr. Davilla in 1906 became assistant to Richard Lambert, grand secretary of the Grand Lodge of Masons. He succeeded Mr. Lambert on his death, but in 1915 resigned to become grand secretary and recorder of the York bodies of Masonry in the state.

ROBERT L. DUCROS, a prominent young business man of New Orleans, vice-president and manager of the Southern Tile Company, had an unusual record of service with the engineers in France during the World war.

He was one of the first young men of New Orleans to volunteer at the beginning of the war against Germany in 1917. Due to his previous training and qualifications he entered the famous Seventeenth Engineers as a private. That was one of the first organizations of the American military forces to go to France. The record of America's part in the World war gives a great amount of credit to the strenuous exertions of the Seventeenth Engineers in organizing and preparing the way for the successive hosts of American soldiers that poured into France. Thus Mr. Ducros was identified with a branch of overseas operations that contributed in no small measure to the successful prosecution of the war. He was on duty continuously both during the war and after the armistice. He was promoted to a lieutenantcy while in France and after the signing of the armistice was stationed at Paris on the staff of Mr. Hoover. He was secretary in one of the sections of the Supreme



John A. Davilla

Economic Council. Continuing in Mr. Hoover's department, he traveled throughout Central Europe and altogether was in the war service continuously for two and a half years.

Mr. Ducros was born in New Orleans in 1887. His father, Armand Ducros, and his mother, Cora Guesnard, represented old French families of the city. His father was in the insurance and cotton business and was associated with the founding of the Eureka, one of the first home-stead associations at New Orleans.

Robert L. Ducros grew up at New Orleans, finished his education at Jefferson College, at Convent, Louisiana, and prior to the war was in the lumber and store fixture manufacturing business in Alabama and Georgia. After leaving the service he returned to New Orleans and became associated with his brother, George L. Ducros, and together they are now, with another brother, Sidney J. Ducros, owners of the Southern Tile Company. This is one of the successful and rapidly growing business enterprises of the city and is one of the largest concerns of its kind in the South. They are manufacturers and dealers in ceramic tile, marble mosaic, mantels, gas heaters and similar building materials. Their plant and warehouse are at 521-523 Royal Street. This building (521-23) was purchased when their old quarters at 522-24 were taken over by the Arts and Craft Club. The building has been renovated and will, when finished, have one of the most complete and artistic show rooms in the Southern states. They also have an expert organization, including skilled tile setters and others for handling the largest contracts in tile and mosaic work.

CHARLES SPENCER FAY is traffic manager of the Southern Pacific lines in Louisiana and justly regarded as one of the leading authorities in the South on railroad traffic questions.

Mr. Fay has been in railroad service continuously for thirty years and has devoted his best energies and enthusiasm to what in his case is a real profession and in which he has achieved eminence. He was born at Minden, Louisiana, October 23, 1867. He acquired a thorough education in the Silliman Institute of Clinton, Louisiana, and the Louisiana State University and began his business career at Baton Rouge as shipping and receiving clerk for a wholesale grocery and warehouse company.

In November, 1889, he entered the service of the Southern Pacific Railroad Company as traffic clerk. Special talents and a remarkable perseverance and industry brought him an ever widening comprehension of the complicated problems of railroad tariffs and traffic, and he enjoyed steady promotion until he reached his present post as traffic manager of the Louisiana lines, and is also one of the directors of the company.

Mr. Fay is well known socially in New Orleans, being a member of the New Orleans Press Club, Boston Club, Pickwick Club, Country Club and Round Table Club.

CLARENCE H. WENAR is one of the alert and representative young business men of New Orleans, where he is secretary, treasurer and general manager of the Charles Wenar Company, with offices in the Commercial Bank Building. He was born in the City of Dallas, Texas, May 14, 1889, and a son of Charles and Bertha (Cohn) Wenar, who have maintained their home in New Orleans since the year 1894. In

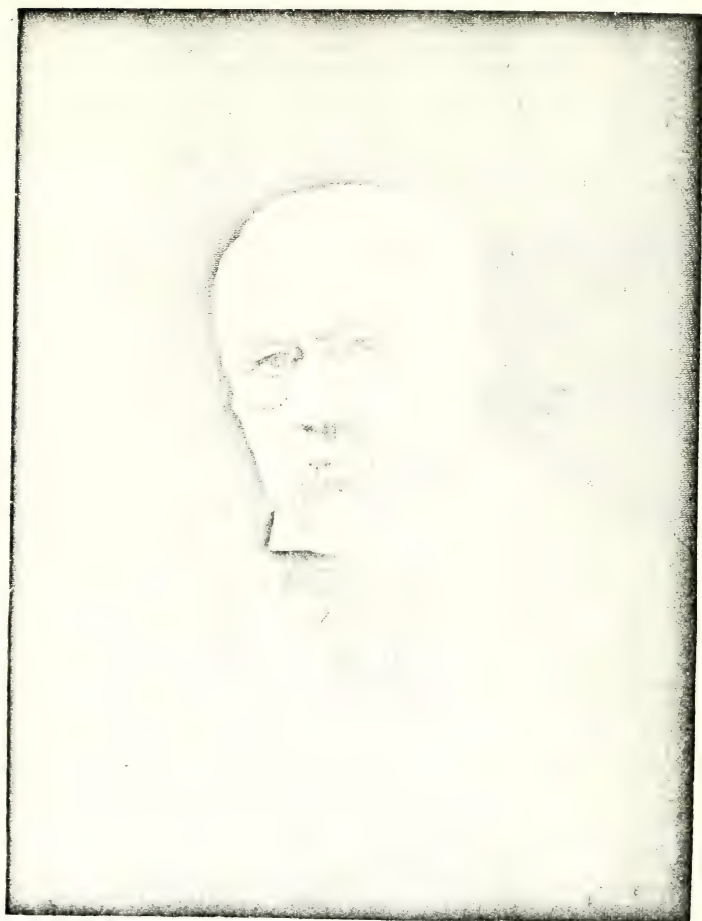
that year Charles Wenar here established himself in the bank office and store fixture business, and in the intervening period the Charles Wenar Company has become the largest and most important concern in this line of enterprise in the Crescent City. Charles Wenar has now retired from active association with the business, but still continues as president of the company.

The public schools of New Orleans afforded Clarence H. Wenar his early education, and in the capacity of office boy he initiated his service in connection with the business of which he is now the general manager. He has familiarized himself with every detail of the business, is secretary and treasurer of the company and has also been its general manager since 1909. The Charles Wenar Company has built up a large and representative trade in the designing and equipping of modern stores, offices and banks, and it is a matter of fact that 95 per cent of the stores on Canal Street, representing the leading retail district of New Orleans have had their interior designing and equipping due to the Charles Wenar Company, while 90 per cent of the banking institutions of the city have been similarly equipped by this company, which has also made hundreds of the best type of installations in different cities and towns in Louisiana, Mississippi and Alabama. In New Orleans the great department stores of the Maison Blanche and of D. H. Holmes stand in evidence of the high-class work done by the company, as do the interior equipment of the Marine Bank & Trust Company and the Canal branch of the Canal-Commercial Bank.

Mr. Wenar is an active member of the New Orleans Association of Commerce, the Yacht Club, and the local lodge of the Benevolent and Protective Order of Elks, besides which he is affiliated with the Scottish Rite bodies of the Masonic fraternity and with its adjunct organization, the Mystic Shrine.

JOSEPH A. BREAUX has served since 1904 as chief justice of the Supreme Court of Louisiana, of which tribunal he became associate justice in 1890, and he has long held prestige as one of the distinguished legists and jurists of his native state, with whose history the family name has been prominently identified for fully two centuries.

Judge Breaux was born in Iberville Parish, Louisiana, on the 18th of February, 1838, and is a son of John B. and Margaret (Walsh) Breaux. He was afforded the best of educational advantages in his youth, including those of the University of Louisiana and of Georgetown College, at Georgetown, Kentucky. He applied himself with characteristic energy and receptiveness to the study of law, and in 1850 he was admitted to the bar of his native state and engaged in the active practice of his profession. It was only a comparatively short time that he was permitted to continue his professional work, for when the Civil war was precipitated on the nation he subordinated all personal interests to tender his service in defense of the Confederate cause. He served as a valiant young soldier during the entire period of the conflict between the states of the North and the South, and after its close he resumed the practice of his profession. He soon gained high rank as one of the leading members of the bar and it was at this stage of his career that he initiated his splendid service in advancing the standards of public education in his home state. He became president of the Iberia Board of Education, and so remarkably successful were his efforts in improving the service of the local



Jos. A. Greau

schools that he attracted the wide attention that led to his election, in 1888, to the office of state superintendent of public instruction. In this important office he made a careful survey of conditions and then put forth splendid effort to obtain proper legislation and providing other means also for advancing the educational work of the state. He may consistently be said to have given inception and co-ordination to the movement that has resulted in the providing of the present excellent public-school facilities of Louisiana. In 1889 Judge Breaux published his compilation of the school laws of Louisiana, together with court decisions relating to these laws. This continues as a standard work on this important subject and is a valuable contribution to the bibliography of Louisiana.

In 1890 further honors came to Judge Breaux, in his appointment to the position of associate justice of the Supreme Court, and he has been chief justice of the court since 1904, with a record that has reflected great honor upon the state and incidentally given him place as an able and distinguished jurist.

In 1861 was solemnized the marriage of Judge Breaux to Miss Eugenia Mille, of Iberville.

ASAHEL WALKER COOPER is a lawyer whose name has been associated with increasing distinction and service in his profession at New Orleans for over two decades. He is a native of the city and the Cooper family has lived in New Orleans for ninety years.

His father, Asahel Walker Cooper, belonged to what was known as the American Colony of New Orleans. He was born in Lancaster County, Pennsylvania, September 5, 1806, was the son of a Quaker and was reared in that faith, though in New Orleans he was identified with the Presbyterian Church. He acquired a common school education in Pennsylvania, learned the carpenter's trade as a bound apprentice at Philadelphia, and in 1830 came to New Orleans by sailing vessel. In a few years his skilled work proved the basis of an expanding business as a contractor and architect, and for many years he was one of the prosperous business men of New Orleans. He erected a large number of substantial structures in the business and residence sections of the city prior to and after the war, and continued in business until 1870. Prior to the war he acquired the Cooper Cotton Press, a noted piece of property which remained in the family possession until 1912, when it was sold to the Texas & Pacific.

The first wife of the senior Mr. Cooper was Ann Sullivan, who died in 1870, the mother of two daughters, Sarah Jane, who married Alden McLellan, Sr., and Margaret Ann, who married Thomas G. P. Tureman. In 1872 he married Eliza A. Loney, of French and Irish parentage and a native of Ontario, Canada. She died in 1910, her only child being the New Orleans lawyer.

Asahel Walker Cooper was born in New Orleans November 26, 1874, was reared a Catholic, the faith of his mother, was educated in the Jesuit College, and was then sent to New England and after attending preparatory school at Andover, Massachusetts, entered Yale University, where he was graduated with the A. B. degree in 1897. Mr. Cooper then returned to New Orleans, read law with the late Judge A. G. Brice, and received the LL. B. degree from Tulane University in 1898. Mr. Cooper was actively associated with Judge Brice until the latter's

death, and has always enjoyed a prosperous share in the work of his profession.

WALKER BRAINERD SPENCER. With the routine of a lawyer immersed in a large and important practice Mr. Spencer has combined a broad and intelligent interest in public affairs, and has given the benefit of his legal experience and knowledge to causes intimately associated with the welfare of his home city and state.

Mr. Spencer was born at Natchez, Mississippi, March 13, 1868. His parents were William Brainerd and Henrietta (Elam) Spencer. Mr. Spencer completed his literary education in Tulane University at New Orleans, graduating A. B. in 1888 and receiving his law degree in 1891. He also studied law in the University of Virginia and has been in active practice at New Orleans for three decades. He is a member of the firm of Spencer, Gidiere, Phelps & Dunbar, one of the notable organizations of legal talent in the South. Mr. Spencer's abilities have been taken up with a large corporation practice, and he has served as counsel for the Texas & Pacific Railway Company, United Fruit Company, Western Union Telegraph Company, the Mortgage Securities Company, Interstate Trust & Banking Company and numerous other interests.

One of his first important services and one he rendered a few years after he began practice at New Orleans was as chairman of the committee of the Citizens League in 1896, which framed the present charter for the City of New Orleans. Mr. Spencer is also author of the banking and insurance laws now on the Louisiana statutes. At different times he has interested himself in behalf of municipal reform movements. He is a member of the Board of Administrators of the Tulane Educational Fund, handling the finances of the university.

Mr. Spencer is a member of the Louisiana Bar Association, American Bar Association, an independent democrat, a member of the Episcopal Church, and belongs to the Kappa Alpha fraternity, the Boston and Country Clubs of New Orleans, and the University Club of New York City. December 15, 1891, he married Annie Cooley Clark, of Clarkland Plantation, Louisiana.

FURMAN BARNES PEARCE is a lawyer by training and early profession, but since coming to New Orleans has been known chiefly as a steamship manager.

He was born at Thomson, Georgia, November 25, 1878, son of Robert Hayne and Mary (Barnes) Pearce. His parents were people of means and he enjoyed good advantages at home and in school. He attended the grammar and high schools of his native town, had some private tutoring, and finished his education and received his law degree from Mercer University at Macon, Georgia. Mr. Pearce began practice in 1900, but had barely begun to make a reputation in the profession when he was appointed assistant postmaster of Savannah, Georgia. He performed the duties of that office until 1908, when he resigned to come to New Orleans as one of the officials of the South Atlantic Steamship line, becoming finally the vice president and general manager of that line. He is now Southern manager of Norton, Lilly & Company, with headquarters in New Orleans, and as such is actively managing one of the largest steamship businesses in the United States, the services of this company extending from New Orleans and



Dr. Sewall

other Southern ports to all corners of the world. In addition to his other work Mr. Pearce is director and a member of the executive committee of the Otis Manufacturing Company of New Orleans, the Marine Bank & Trust Company of New Orleans, and the Johnson Iron Works & Shipbuilding Company of New Orleans. During the World war he was director of shipping, Gulf Division, Shipping Control Committee, in charge of all army transport service in Gulf of Mexico. Mr. Pearce is a member of the Boston Club, Pickwick Club, the Louisiana Club, the Round Table Club, the Country Club, Rotary Club, Yacht Club and others. August 10, 1910, he married Ellen Saint, of Louisiana. Their two children are Elizabeth Bowdre and Harriet Murray.

JOHN B. LEVERT has long been one of the most influential figures in connection with the sugar industry of Louisiana, claims this state as the place of his nativity and is a representative of one of its old and honored families. He represented Louisiana as a gallant young soldier of the Confederacy in the Civil war, and in 1903 he was elected major general of the United Confederate Veterans of Louisiana.

General Levert was born in Iberville Parish, Louisiana, in the year 1839, and is a son of Auguste and Eulalie (Mire) Levert, his father having been one of the extensive sugar planters and honored and influential citizens of this state, where he was the owner of the St. Mary's, the St. Delphia, the Golden Ridge and the Willow Glen plantations.

The early educational advantages of General Levert were of the best, as gauged by the standards of the time, and his final academic discipline was obtained in Mount St. Mary's College at Emmitsburg, Maryland. He was a vital and enthusiastic youth when the Civil war was precipitated, and he forthwith manifested his enthusiastic loyalty to the Confederacy by enlisting in the First Louisiana Cavalry, one of the first commands to enter active service from Louisiana. With this gallant regiment of cavalry he continued in active service during the entire period of the great conflict between the states of the North and the South, and he endured the full tension of battle and campaign activities, it having been his portion to participate in many important engagements.

After the close of the war General Levert established his residence in New Orleans and became associated with the Western Products Company. Later he was connected with the Henry Groebel Company, and finally he formed an alliance with Col. Louis Bush and formed the Bush & Levert Company, which for years thereafter was one of the most prominent and successful concerns in the sugar industry of Louisiana. At the present time the general is one of the principals in the corporation of J. B. Levert & Company, Ltd., a leader in the sugar-producing activities of the country. General Levert is the owner of the great St. John Plantation in St. Martin Parish, this being one of the best improved and most productive of the sugar plantations of the state, and he is prominently concerned also with leading banking and other financial enterprises of his native state.

General Levert was one of the leaders in the vigorous campaign to obliterate the Louisiana Lottery, which he looked upon as an economic evil that blotted the fair name of Louisiana. On the anti-lottery ticket he was elected a member of the State Senate, in which he served one term and did much to bring about legislation for the abolishment of the Louisiana Lottery. He takes deep interest in all that concerns the wel-

fare of his home city and state, is a member of the Board of Trustees of Tulane University, and was one of the organizers of the Louisiana Sugar Exchange, of which he served for some time as president. He is a valued member of the Louisiana State Historical Society and the Louisiana State Museum of History and Commerce, and is one of the oldest members of the Pickwick Club.

In 1868 was solemnized the marriage of General Levert and Miss Stephanie Dupuy, of Iberville Parish, and of this union have been born twelve children.

FREDERICK SUSSMAN WEIS. For half a century the name Weis has been a prominent one in New Orleans, associated with banking, the cotton business, the law and a varied program of civic and social interests.

Frederick Sussman Weis has been an active member of the New Orleans bar for nearly twenty years. His father, Julius Weis, was long prominent as a cotton merchant and banker. Frederick S. Weis was born at New Orleans September 14, 1877, son of Julius and Caroline (Mayer) Weis. He was educated in private schools to the age of fifteen and then went North and attended the Philips-Exeter Academy of New Hampshire. From there he entered Harvard University, graduated in 1899, and receiving the degree of Bachelor of Arts. In 1902 he received his law degree from the Harvard Law School. He at once returned to his native city and has been engaged in civil practice in all the courts of the city and state.

Mr. Weis has served as vice chairman of the State Board of Charities and Corrections and is now a member of the New Orleans Commission of Prisons and Asylums, and is deeply interested in welfare and philanthropic movements. He is a member of the New Orleans the American Bar Associations, belongs to the Y. M. H. A., Country Club, Oakland Country Club, Yacht Club, New Orleans Lawn Tennis Club, Round Table Club, and is an ardent tennis player. As a source of recreation as well as profit he now owns an apple farm in Michigan.

COLONEL WILLIAM H. BYRNES. In words that summarized the admiration and heartfelt tributes of friends and associates, the late Colonel William H. Byrnes was one of New Orleans very able business men, distinguished by nobility of character, good citizenship, and all the personal and domestic virtues of manhood. His success and prosperity left him unspoiled, and he was unassuming, genial and optimistic, easy of approach, considerate of the rights of others, and he had friends among all classes of people.

Colonel Byrnes was born in Ireland in 1845, but from early boyhood lived in New Orleans, where he was educated. After graduating from the Boys' High School and a few years' experience in the meat packing industry, he took up fire insurance, a field in which his talents and abilities insured an exceptional degree of advancement and success. He built up a large business for outside companies, but finally became identified with the Hibernia Fire Insurance Company and for a number of years was president and the directing genius of the corporation. He held that post of business honor and responsibility when he died in 1910.



Geo. Soule

Colonel Byrnes had no ambitions in politics, though he performed duties of the highest public value in offices that carried with them no remuneration. For nearly twenty years he was a member of the New Orleans Levee Board and later a member of the Dock Board, and in those positions did much to improve the port and commerce of the city. Five successive governors gave him the rank of colonel on their military staff. He was a democrat in politics, a Catholic, a member of the Knights of Columbus, and the Pickwick, Chess, Checkers and Whist and other clubs.

Colonel Byrnes married Miss Ellen Conery, who died in 1895. She was a native of New Orleans, where her father, Edward Conery, was a prominent steamboat owner and ship chandler. The five children born to Colonel and Mrs. Byrnes were Edward C., William H., Jr., Ellen Mary, Ann Mercedes and Marie Carmelite.

WILLIAM H. BYRNES. Possessing many of the enviable personal qualities that distinguished the character of his father, the late Colonel William H. Byrnes, the son chose a career as a lawyer rather than one of business, which the father followed, and has gained prominence both at the bar and in public affairs.

He was born at New Orleans April 24, 1881, and accepted all the generous opportunities offered him by his father to acquire a liberal education and a thorough groundwork of preparation for his career. Mr. Byrnes was educated in local schools, and took his college work in Georgetown University at Washington, where he was graduated with the highest honors of his class and the A. B. degree in 1903. He then returned to New Orleans, and the following year was graduated from the Law School of Tulane University. In 1913 Loyola College gave him the degree Doctor of Laws, and he later served as a member of the faculty of the law school of that college.

Mr. Byrnes has been identified with a large and important general practice as a lawyer in New Orleans since 1904. He has been thoroughly satisfied with the duties and honors acquired within the strict limits of professional routine, and his public service has been inspired by a sense of his responsibility to his city and state rather than from a desire for political honors. He was elected in 1912 to the State Senate, and introduced the bill which gave a commission form of government to the City of New Orleans. He took an active part in various departments of war work, and at all times has given freely of his time to matters affecting the general welfare.

He is a Catholic, Knight of Columbus, member of the Chess, Checkers and Whist Club, Elks and other social organizations. He married in 1904 Miss Grace Beatrice Woodburn, of Carson City, Nevada. Her father was Hon. William Woodburn, congressman from Nevada and former attorney general of the state. Mr. and Mrs. Byrnes have a son, Bentley G.

GEORGE SOULÉ, LL. D. A concise account of the long life of George Soulé is sufficient to impress the reader with the unusual quality of his service, the high attainments of his mind and the force and breadth of his character. It is given a few men to live so intensively and extensively over a period of eighty odd years, more than sixty of which have been spent in New Orleans, where Soulé College would be a fitting monument

to any man, though his best monument is wrought in the minds and hearts of the thousands he and his school have served.

Dr. Soulé is one of the descendants of a George Soulé who accompanied the Pilgrim Fathers to Massachusetts in 1620. During the three centuries since then many of the name have been prominent in civic, political, professional and business interests in New England and elsewhere. Dr. Soulé's great-grandparents were George and Mary (Bush) Soulé. George Soulé was a resident of Connecticut, and in 1775 enlisted as a volunteer at the first call for troops in the war of the Revolution. He was attached to Colonel Waterbury's Fifth Connecticut Regiment. After the Revolution, about 1789, many members of the different branches of the family settled in Maine, Connecticut and New York.

George Soulé, the grandfather of Doctor George, was born in Dutchess County, New York, in 1770, and on October 26, 1796, married Mary Bergh in Dutchess County. After his marriage he moved to Greene County and then to Yates County, New York, and late in life he went West to live with a son at Bambridge, Michigan, where he died in 1862, at the age of ninety-two.

Dr. George Soulé was born at Barrington, in Yates County, New York, May 14, 1834, son of Ebenezer G. and Cornelia Elizabeth (Hogebloom) Soulé. His parents were both natives of Windham, Greene County, New York, where his father was born in 1805 and his mother in 1813. The latter was of old Knickerbocker New York ancestry. Ebenezer Soulé was reared on a farm, was a farmer in Yates County until his death in 1838, when his son, George, was four years of age. His widow afterward married William H. Babcock, and in 1842 they, accompanied by her son, George, moved to DeKalb County, Illinois, where George Soulé lived on a farm until he was fourteen years of age. He then entered Sycamore Academy at Sycamore, Illinois, graduated as a member of the class of 1853, and soon afterward removed to St. Louis to study medicine. He took a two years course in the McDowell Medical College and he also studied law and the commercial sciences in the Jones Business College of that city, where he was graduated in 1856. While he never took up medicine as a vocation, Doctor Soulé had retained all his life an interest in the subject, and has given instruction in physiology, hygiene and other subjects in Soulé College.

It was in November, 1856, Doctor Soulé came to New Orleans and opened the Soulé Commercial College and Literary Institute. Through this school he entered upon a practically unoccupied field, since sixty years ago neither in the North nor in the South did people generally attach much importance to so-called practical education, the training of youth for business and the serious work of life. Despite the many difficulties and hardships in the way of his work both before and after the war Doctor Soulé never wavered from his high ideals, and his persistent adherence to his work is one of the most admirable of the many achievements to his credit.

Soulé College and his active association therewith have been continuous except for the two or three years when the school was closed during the war and Doctor Soulé was with the fighting forces of the Confederacy. In 1862 he went to the front as captain of Company A, Crescent Regiment of Louisiana Volunteers, commanded by Col. Marshall J. Smith. He was in the service with the Army of the Tennessee and the Trans-Mississippi Department. On the second day of the great battle

of Shiloh, on April 7, 1862, he was wounded and captured, was sent to prison on Johnson Island in Lake Erie, and exchanged at Vicksburg September 17, 1862. The Crescent Regiment, originally mustered for ninety days, was reorganized in the fall of 1862 with George Soulé as major. On the death of Lieut. Col. G. P. McPheeters at Labadieville, October 27, 1862, Major Soulé succeeded to the rank of lieutenant colonel, and with the reorganized regiment he participated in all the engagements on the Bayou Teche, at Berwick Bay, Bisland, and others until November 3, 1863, when the regiment was united with the Confederate Guards, Response Battalion and the Eighteenth Battalion to form the consolidated Crescent Regiment. Then temporarily he was assigned to post duty and later appointed by Gen. E. Kirby Smith as chief of the Labor Bureau District of Western Louisiana. There he served until June 9, 1865, when he was paroled.

Doctor Soulé returned to New Orleans to find his school property destroyed or confiscated, and altogether the several years of the reconstruction period were not favorable to the resumption of educational activities. But he went on with his chosen task, and in time saw his life's ambition realized in the firm foundation of a private school of the highest grade designed to teach practical education and now, by the results achieved, during more than sixty years known as one of the comparatively few schools that have completely and successfully realized the broad purposes of the founder. Soulé College during its existence has enrolled upwards of forty thousand students, and prominent men all over the South testify with gratitude to the inspiration and practical value of the training they received there.

An appreciation of the great work done by the school and its founder was accorded on June 5, 1918, when Tulane University bestowed upon Colonel Soulé the honorary degree LL. D. For many years Doctor Soulé has greatly extended his usefulness and influence through his constant labors as an author and lecturer on educational and social questions. Some of the works he has written and published are: "Soulé's Philosophic Practical Mathematics," which reached its seventh edition in 1919; "Analytic and Philosophic Commercial and Exchange Calculator," published in 1872; "Contractions in Numbers," published in 1873; "Intermediate Philosophic Arithmetic," third edition published in 1921; "New Science and Practice of Accounts," the tenth edition of which was published in 1919; "Gems of Business Problems," published in 1885; "Manual of Auditing," published in 1892; "Partnership Settlements," published in 1893. His work on "Philosophic Practical Mathematics" is the most extensive of the kind ever published, and is notable for the substitution of reasoning processes for the many arbitrary rules that have encumbered most text books on arithmetic.

Colonel Soulé has been a member of many literary, scientific and historical societies. He is a member of the National Educational Association, is former president of the Business Educators' Association of America, a member of the Chartered Accountants of New Orleans, the Institute of Accounts of New York, the National Geographic Society, Southern Sociological Congress, the Shakespeare Club, and others. He was a member of the old New Orleans Chamber of Commerce, the Progressive Union and of its successor, the Association of Commerce. For many years he has been prominent in the Carnival Association, being chosen king of the carnival in 1887. He is a member of the boards of

directors of several corporations and a member of the Municipal Improvement Association.

He is a democrat in politics but has never sought the honors of public office. For many years he has been the Southern vice president of the American Unitarian Association of Boston. In Masonry he is a past grand commander of the Grand Commandery Knights Templar of Louisiana, a member of the Grand Encampment Knights Templar of the United States, an honorary sovereign grand inspector general, thirty-third degree of the Scottish Rite, a Shriner and a member of all subordinate bodies of Masonry.

For all his many absorbing activities and interests Doctor Soulé has been devoted to his home and family, and from them in turn he received continued inspiration for his work. On September 6, 1860, he married Mary Jane Reynolds, daughter of Jonathan and Mary E. (Cleveland) Reynolds, of Summit, Mississippi, but formerly residents of New Orleans. Doctor and Mrs. Soulé celebrated their golden wedding anniversary, and their happy union was continued until the death of the wife and mother in 1918. Nine children were born to them, three dying young, George, Jr., at the age of three, Marie Louise, at two, and William Holcombe, at the age of nine. The six living children are Albert Lee, Edward Everett, Mary Elizabeth, Frank, Robert Spencer and Lillie Cornelia Soulé. The sons, Albert L., Frank and Edward E., are all interested in Soulé College, though Frank is also a practicing lawyer and notary, while Robert Spencer is an architect, being a graduate of Cornell University. The other three sons are graduates of Soulé College, of Cornell University and Tulane Law School of New Orleans. Albert Lee married Miss Anna S. Cooper, of New Orleans, and has seven children: Levin Cooper Soulé, Anna Lee (Mrs. J. W. Daniels), George Soulé, third, Albert Lee, Jr., Ruth Warren, Covert Aiken and Mary Beatrice Soulé. Edward Everett Soulé married Miss Anne Standart Esty, of Ithaca, New York, and their son, William Esty Soulé, is now attending Culver Military Academy, Indiana. Frank Soulé married Miss Edith Blackwelder, of St. Louis. Robert Spencer Soulé married Miss Josephine Stout, of Indianapolis, Indiana, and has two children, Robert Spencer, Jr., and Josephine Jane Soulé.

FRANKLIN BREVARD HAYNE, whose business interests have identified him with New Orleans since 1885, has been one of the South's greatest cotton merchants, has been prominent in many other lines of business, and his public spirit and liberal co-operation with all worthy causes mark him as one of the most noteworthy of an illustrious family that has figured in the annals of the South and the nation for more than two centuries.

His first American ancestor was John Hayne, who settled in South Carolina in 1700 and died about 1718. His son, Isaac Hayne, was born in 1714 and died in 1751. Isaac Hayne, Jr., was born in 1745 and was one of many patriots of the family in the struggle for American independence. He served as colonel of a regiment of South Carolina, was captured by the British, and, contrary to the usages of the war, was executed August 7, 1781, and in the history of South Carolina and of the nation has since been known as the "Martyr" Hayne.

His son, William E. Hayne, of the fourth generation of the family and grandfather of the New Orleans business man, was born August 29,

1776, was elected comptroller general of South Carolina in 1839, was one of the founders of the first iron foundry in South Carolina and died in 1843. He married Eloise Brevard of North Carolina. The Hayne family of South Carolina has produced many conspicuous characters, one of the best known in American history having been Robert Y. Hayne, on account of his famous debate with Daniel Webster in the United States Senate, also Paul H. Hayne, one of the South's greatest poets.

Isaac William Hayne, father of Franklin B. Hayne, was born March 16, 1809, and died in March, 1880. He served as attorney general of South Carolina in 1848 and for twenty years, until displaced by reconstruction. He was a member of the secession convention of 1860, and five of his sons were Confederate soldiers, one of them, Shubrick Hayne, being killed at battle of Gaines Mill, Virginia, at the age of eighteen. Isaac W. Hayne married Alicia Pauline Trapier in 1834, and of their large family of children Franklin B. Hayne was the youngest, born at Charleston February 13, 1858.

His boyhood therefore fell in the period of the war and reconstruction. He was educated at Charleston and for a time attended the famous private school conducted by Doctor Sachtleben of Charleston. In 1873 he entered the service of a prominent cotton firm of Charleston, and one of his associates was H. DeL. Vincent, and ten years later, in 1883, these two young men began an independent career on a borrowed capital of \$1,500.00. They started at Montgomery, Alabama, where they found a generous backer in Daniel Patridge of Selma. As cotton merchants they transferred their main headquarters to Vicksburg and had branches in a number of surrounding cities. A branch office was established at New Orleans in 1885 and Mr. Hayne took personal charge of the New Orleans interests of the firm of Vincent & Hayne. Mr. Patridge retired in 1890. The firm of Vincent & Hayne acquired an international reputation in the cotton trade. November 1, 1905, Mr. Vincent retired, and Mr. Hayne was then left alone to conduct the extensive business on the same high plane as in former years.

Mr. Hayne also served as president of the East Louisiana Railroad until that property was sold. He is president of a large lumber business and has interested himself and his capital in a number of projects for the larger development of Louisiana's resources. He has been one of the solid business men directly concerned with the reclamation work in various parts of Louisiana. During the World war he was chairman of the local Red Cross chapter, and in 1904 was chosen king of the New Orleans Carnival. He is a member of the Boston, Pickwick and other prominent clubs.

April 30, 1896, Mr. Hayne married Miss Emily Poitevent. The children born to their marriage are John Poitevent, Mary H., Emily P. and Franklin Brevard.

WILLIAM JOSEPH FORMENTO. Since the early years of the nineteenth century the name Formento has been a distinguished one in the professional life of New Orleans. In the first two generations were two great and able surgeons and physicians, whose achievements rank them among the ablest in the world. The present generation is represented by a successful New Orleans lawyer, William J. Formento.

Dr. Felix Formento, Sr., was a native of Turin, Italy, and graduated in medicine from the Royal Academy at Turin. It is said that he came to Louisiana with that interesting historic figure Jean Lafitte. He soon attained distinction as a physician and surgeon at New Orleans, and continued his work there until the close of the Civil war, when he returned to his native land and died at the age of ninety-eight. His wife was Miss Palmire Lauve.

Their son, Dr. Felix Formento, Jr., was born in New Orleans March 16, 1837, and was also a graduate in medicine from the Royal Academy of Turin. He was widely traveled and thoroughly a man of culture, and commanded the use of six languages. He was on the medical corps of the Italian army in one of the early wars with Austria. Then, following a post-graduate course in the University of Paris, he returned to New Orleans and when the Civil war broke out he was appointed a surgeon and aided in the organization of the Confederate Hospital at Richmond. At the age of twenty-four he was chief of staff for this hospital. After carrying the burdens of a medical officer for four years he returned to New Orleans and for forty years was one of the state's real leaders in medicine and surgery and public sanitation. His death occurred June 4, 1907. He was for twelve years vice president of the Louisiana State Board of Health, was a recognized authority and expert in the treatment of yellow fever, and during the Civil war performed the difficult operation of skin grafting, and was one of the first to successfully employ that method. He was vice president of the International Medical Congress that met at Geneva, and in 1894 was president of the American Public Health Association during its notable meeting in Mexico. He was author of "School Hygiene," "Abuse of Alcoholic Drinks," and many other medical works, as well as a regular contributor to medical journals.

Doctor Formento married Miss Celestine Voorhies, of an old Dutch family that came from New York to Louisiana. She was a daughter of Bennett Pemberton and Azelia (Gradenigo) Voorhies. Her mother was of a famous Venetian family.

William Joseph Formento was born at New Orleans February 26, 1869, and acquired his preparatory education in his native city. For two years he attended the University of New York, and completed his literary training in Spring Hill College of Alabama, where he received his A. B. degree in 1889 and his Master of Arts degree in 1891. In 1892 he was graduated from the law school of Tulane University and thenceforth entered upon his career as a lawyer which has brought him many prominent associations. He is quite a linguist and has traveled extensively. He is held in the highest esteem for his interesting personality and solid abilities and attainments in the law, and has never gone outside his profession to enter practical politics or business.

Mr. Formento is a democratic voter, a Knight of Columbus, a member of the Chess, Checkers and Whist Club, Louisiana Historical Society and the Benevolent and Protective Order of Elks. He married Miss Laurence Lange, daughter of the late Horatio Lange, one of the best known brokers of New Orleans, and of Louise Aldig, whose father, Jules Aldig, was one of the first to introduce oil refineries in the United States.



J. W. Salmen

CHARLES SAMUEL BARNES. It is hard for the outsider to appreciate the work accomplished by those men who are essentially one of the products of twentieth-century progress, the electrical engineers, for the public generally has no realization of the importance of the work of those who labor for the service of mankind in this special direction. The history of New Orleans' achievements along electrical lines shows that there have gathered some of the master minds of this important profession, a field in which Charles Samuel Barnes, president of the Barnes Electric Construction Company has made notable progress.

Mr. Barnes was born at New Orleans in 1872, a son of Charles Alexander Barnes. The latter was born at Cincinnati, Ohio, in 1842, a son of Samuel Barnes, who came from Cincinnati to New Orleans and engaged in the produce business in Front Street. Like many others, he was ruined by the war between the states, after which he turned his attention to the cooperage business, which occupied his activities until his death, at the age of seventy-two years. Charles Alexander Barnes secured a good education at Cincinnati and was a young man when he came to New Orleans, where he became a teacher in the public schools. He continued to be thus engaged until appointed principal of the Live Oak School, and that post he retained until his death at the age of fifty-six years. He married Mary Theresa Bloomer, whose father, from the best information securable, was a native of Manchester, England, and was a young man when he came to New Orleans, where he died at the early age of twenty-two years. His wife, a native of New Orleans, of Irish ancestry, survived him for a long period. Mrs. Barnes died at the age of sixty-one years. She and her husband were the parents of six children: Sarah Lillian, Charles Samuel, Edmund O., Walter Whitfield, Edith Isabella and Lewis Vernon, the last named of whom died at the age of six years.

Charles Samuel Barnes attended McDonough schools Nos. 10 and 7, following which he entered Tulane High School, and in 1891 was one of the first to graduate from the electrical engineering department of that institution. Immediately after graduation he entered the employ of the Southern Electric Company, and continued with this and other electrical concerns until the founding of the Barnes Electric Construction Company in 1908. As president of this concern Mr. Barnes has brought it steadily to the forefront among the successful enterprises of New Orleans, and the reputation which it bears in electrical and business circles is indicative of the policy under which it has been directed and the accomplishments which it has achieved. Mr. Barnes is a member of the various organizations of his profession, has a number of civic connections and holds membership in the Round Table Club and the Chess, Checkers and Whist Club of New Orleans.

Mr. Barnes married Miss Azenia Mayronne, who was born at New Orleans, daughter of Jules Mayronne. One son was born to this union, and when he was fifteen days old his mother passed away. Later Mr. Barnes married Miss Louise Virginia Loisel, who was born in St. John the Baptist Parish, Louisiana, daughter of Paul and Berthe (Detour) Loisel, and to this union there have been born two sons, Walter Joseph and William Alexander.

FREDERICK W. SALMEN, president of the Salmen Brick & Lumber Company, one of the largest concerns devoted to the manufacturing of

building materials in the South, has not stood in the shadow of paternal prestige in making himself eligible for recognition as one of the progressive captains of industry in the fair Southland, for he began at the foot of the ladder and learned all practical details of the business which had been founded by his father and which has become one of the greatest and most important industries of the kind in the Southern States. Thus he was well fortified for assuming large responsibilities and succeeding his honored father as president of the Salmen Brick & Lumber Company, and as the chief executive of this important corporation, with headquarters in the City of New Orleans, he is well upholding the honors of the family name.

Mr. Salmen was born at Gulfport, Mississippi, in the year 1887, and is a son of Fritz and Rosa (Liddle) Salmen. Fritz Salmen was born in Switzerland, where the family had long been established in one of the French-speaking provinces, and he was twelve years of age when he accompanied his parents to the United States, the father's death occurring soon after the arrival of the family in this country. Settlement was made at Hansboro, near Gulfport, Mississippi, and there as a boy Fritz Salmen found employment in the lumber mills. An appreciative and interesting estimate of the remarkable career of Fritz Salmen was written by A. F. Harlow and published in the periodical known as "System," in September, 1920. It is a privilege to perpetuate in this connection ample extracts from this article, for the record is one that offers both lesson and incentive. The article bears the following significant heading: "Fritz Salmen, who located where there were raw materials and built a town and its industries around him." From the text of this review are drawn the following statements, minor paraphrase and elimination being indulged:

"The great leaders of industry have all been long, far-seeing men—real prophets. They gazed deeper into the future than the people about them; and that is why they are captains in business instead of privates. Fritz Salmen was, and is, one of those men of vision. He was born in Switzerland, landed on the shores of America at the age of twelve, and went to work for an uncle in Mississippi who was running a small brick plant. He remained with that uncle for many years. At length, having progressed well into the twenties and having taken to himself a wife, young Fritz decided that he ought to be making a place in the world. He began looking about him for a location for a brick business. Down in Eastern Louisiana, just north of Lake Pontchartrain, and about thirty miles from New Orleans, he found, at Slidell, clay that looked good to him. A huddle of two or three shacks in the midst of a virgin forest marked the spot. In this desolate place Fritz Salmen and his wife settled down thirty-eight years ago to build their fortunes. It required almost the perspicacity of a seventh son of a seventh son to see latent wealth in that unkempt wilderness in 1882. But young Fritz Salmen believed that it was there. His working force at the outset consisted of that good old-time Southern industrial combination, 'a nigger and a mule.' The principal duties of his team were to grind and mix the clay, while Salmen molded the brick. The negro eventually grew old and died in the Salmen service. He was like a long line who came after him in his devotion to 'the boss.' Salmen's principal, in fact, about his only, market was New Orleans. He had to make frequent trips to the city to attend to the marketing of his product, and then go home and work all

the harder to make up for the lost day. His little settlement had no store, so he started one. He would work in his brick plant all day and then run the store in the evening. Presently he began to gnaw at the forest with a tiny sawmill. Now he was busy indeed. There were two industries and a store to be operated. He still did a man's part of the labor himself. And there were the books to be kept, besides numerous other duties. He toiled early and late, on more than one occasion all night. After a few years he wrote to his brother, Jacob, a traveling salesman, and told him in effect that there was a fortune to be made down there in the wilderness. Jacob believed and came to take a share. Because of his experience in selling he became the city salesman for the young brick and lumber concern. Meanwhile every cent that could be spared from the operation of the business was being invested in acreage of the great cypress and pine forests about them. Fritz Salmen kept insisting that they buy more timber, and more, and more. He was looking into the future, whole cycles farther than the men who had owned the timber for decades.

"Once more the business outgrew its managers, and the third of the brothers, Albert, came. These three labored together until the death of Jacob, about ten years ago. Fritz and Albert still kept their fingers in the present great enterprise, though they take things easier than they did in the old days, for there are younger hands to do the hard work now.

"Briefly, the things that have been accomplished by the genius and industry of these men are these: There has been built up at Slidell a great brick plant that turns out 250,000 brick a day, besides quantities of hollow tile and other clay products. There is a sawmill there that saws 200,000 feet of lumber every day. There are planing mills there that dress a goodly portion of the lumber. One thousand men are employed in these industries, and the Town of Slidell centers in and depends upon them. Besides these there is another brick plant in New Orleans; and half a dozen smaller sawmills are located at other points where the Salmens own timber. The Salmen Brick & Lumber Company's general building-supply business is the largest in New Orleans. It is the only brick concern in that vicinity.

"In addition to these there is at Slidell a big live stock farm, which is Fritz Salmen's pet industry. He started it to demonstrate what could be done with live stock on cut-over lands; and he has spent over \$100,000 in stocking it and making it a model. There are large herds of blooded cattle, sheep and hogs, model barns, dairies and pastures. Near by, on another farm, may be found crops which are best suited to Southern cut-over lands.

"One of Fritz Salmen's cleverest achievements has been the invention of his crate or carrier for transporting brick in quantities. By the use of this device the cost of handling brick from the kiln to the job is cut in half. Hollow tile or other clay products may be carried in one of these crates just as conveniently as brick, and with far less breakage.

"Instead of moving to the city when he had made his fortune, Salmen prefers to remain out at Slidell, where he may have the daily joy of seeing his great machinery transform crude earth and logs into things of beauty and service."

There have been no labor troubles at Slidell. The workmen there haven't any unions, and don't want any. In speaking of the close personal

touch which Fritz Salmen has ever maintained with his employes, the article from which the foregoing quotations have been made, speaks as follows: "Every workman feels that he has a personal acquaintance with him, and when they speak of 'the old man,' it is with affection. They know that he is kindly, just and fair in his decisions, and that loyalty to him will be rewarded."

One further quotation likewise is worthy of reproduction: "Salmen is now nearly sixty-seven; and he's still on the job, enjoying life hugely. 'I have been made president of all of the corporations,' says Frederick Salmen, with a smile, 'but Dad is still the big boss.' He is still looking forward. He and his associates have vast tracts of timber which will feed their mills after the old home tracts are exhausted. There is clay enough at Slidell to keep them busy for many decades."

The narrative reproduced in the foregoing paragraph makes it evident that Frederick W. Salmen may well take pride and feel honored in being able to carry forward the great industrial enterprises conceived and developed by his father, who has been a man of thought and action and upon whose career there rests no blot. The principal manufacturing plants of the Salmen Brick & Lumber Company are at Slidell, where are established a large lumber mill, a face-brick plant and a hollow-tile plant. The company has lumber mills also at Pearl River, Clio and St. Joe, Louisiana; a lumber yard at Tampico, Mexico, and a lumber mill in Nicaragua. In the City of New Orleans the company has a wholesale and retail plant that in itself represents an investment of more than one million dollars. Fritz Salmen is now retired from the active management of these giant industries, but still aids with his counsel and advice, and is chairman of the Board of Directors of all companies.

Frederick W. Salmen supplemented his American education by attending the University of Geneva, Switzerland. He left this institution in 1907 and upon his return to the parental home he became associated with the Salmen Brick & Lumber Company, to learn the business from the bottom up. He thus began on the lumber talley, later went into the logging department, working as a laborer, and finally became foreman of the brick plant. When his uncle, Jacob, died, in 1911, Frederick W. was transferred to the executive offices of the company in New Orleans, where he has since remained and where, as president of the company, he now has active executive charge of all plants and all departments of the great business. It has consistently been said that the building up of this splendid business forms one of the romantic chapters in the history of industrial development in the South.

Frederick W. Salmen is a member of the New Orleans Association of Commerce, the local Contractors' & Dealers' Association, the Southern Yacht Club, the New Orleans Country Club, the Young Men's Gymnastic Club and the Chess, Checkers and Whist Club.

HON. JONES T. PROWELL. A leading figure in legal circles of New Orleans for some years, Hon. Jones T. Prowell has also been known in public life, and at present is serving as a member of the Louisiana Senate. His career in his profession and in official matters has been an honorable and useful one, characterized by able and constructive service, and his position in the confidence of his fellow citizens is therefore a strong one.

Senator Prowell was born in Montgomery, Alabama, a son of Joel Jones Prowell, who was born at Dayton, Alabama in 1864. The paternal grandfather of Senator Prowell, David Miles Prowell, was born on a plantation in Marengo County, Alabama, and spent his entire life in that state, never leaving his plantation with the exception of the time that he served as a Confederate soldier during the war between the states and when he served as a member of the House of Representatives. After careful preparation Joel Jones Prowell entered the Alabama State University, but before his graduation was appointed by his uncle, James Taylor Jones, M. C., to the United States Academy at West Point, from which he was duly graduated and given his commission as second lieutenant. He did not remain in the service long, however, but resigned his commission and returned to Montgomery. There he married Miss Lucy Mattox, a native of that city, and not long after their union they removed to New Orleans. Here Mr. Prowell became identified with the United States Railway Mail Service, with which he remained for a few years, during which time he put in his spare moments at the study of law. Finally he entered Tulane University, from which he was graduated in 1894, with the degree of Bachelor of Laws, and immediately settled down to practice. Mr. Prowell continued to be thus engaged until his death in 1915, at which time he had attained an honored and leading position in his calling. He was a man of splendid inherent abilities, fine intellect and great industry, and a spirit of integrity and fair dealing always made it assured that he would not violate professional ethics. He was a member of Hermitage Lodge No. 98, Free and Accepted Masons of which he was a past master. He and his wife were the parents of five children: Jones T., Lillian, Lucille, David and Mary Adele.

Jones T. Prowell commenced the study of law in his father's office, and after completing his course in the public schools entered Tulane University. He graduated from the law department of that institution with the degree of Bachelor of Laws in 1913, in which year he began practice with his father. Since the death of the elder man he has carried on his professional business alone, and at this time occupies offices at 511 Louisiana Building. He has a very desirable and extensive practice, and has been identified with a number of important cases. As a fraternalist Mr. Prowell belongs to Hermitage Lodge No. 98, Free and Accepted Masons of which he was secretary for five years, also holding membership in the Choctaw Club and the Southern Yacht Club. He has always taken a keen and helpful interest in public affairs, and in January, 1920, was elected a member of the State Senate, his record in which has been an excellent one.

In 1915 Senator Prowell was united in marriage with Eola Faures, who was born in New Orleans, a daughter of George and Selika (Bien-venu) Faures, both of French ancestry.

WALTER CASTANEDO. Aside from any distinction that may be his through his connection with some of the oldest families in Louisiana, Walter Castanedo has established a substantial position for himself in his community as one of the most thorough, skilled and expert mechanical engineers practicing at New Orleans. During his career in his calling he has been identified with a number of projects which have called for the exercise of mechanical ingenuity of the highest kind, and in no instance

has he failed to carry through his contracts in a completely successful manner.

Mr. Castanedo was born at New Orleans, Louisiana, a son of Arthur A. Castanedo, who was born in Natchitoches Parish in 1845, and a grandson of Joseph Castanedo, a native of Orleans Parish. Pedro Castanedo, the great-grandfather of Walter Castanedo, was born at Madrid, Spain, and was one of three brothers, of whom one went to Cuba and one to Mexico, while Pedro came to America from Spain with Galvez and was a pioneer of the Province of Louisiana. He married Rose Ramis, whose father had come to New Orleans as a representative of Spain when the Province of Louisiana was transferred from France to Spain, secured a tract of land, installed and developed a plantation, and worked his property with slave labor. Galvez Street and Esplanade Avenue now pass through this plantation. Pedro Castanedo was a planter and an influential citizen of the province, where he held numerous official positions.

Joseph Castanedo grew to manhood in Orleans Parish, but subsequently removed to Natchitoches, where he purchased a plantation and operated it with slave labor until his death. He married Amie Pevier, whose father and his sister had been left orphans during a revolution in San Domingo and fled to Louisiana. Amie Pevier's mother was before marriage Decher Selien. Mr. and Mrs. Joseph Castanedo lived to a ripe old age, reared a family of children, and were greatly respected in their community.

Arthur A. Castanedo was given good educational advantages in his youth, and was a student at Spring Hill College at the outbreak of the war between the states. At that time he enlisted in the Thirtieth Regiment, Louisiana Volunteer Infantry, and was with the regiment in its various campaigns, marches, skirmishes and big engagements, at all times displaying valor and fidelity and earning the respect alike of comrades and officers. At the close of the war he was at Enterprise, Mississippi, with General Gibson's command, and after receiving his parole came to New Orleans and commenced his mercantile career as clerk in the store of L. H. Gardner & Company. Later he was one of the organizers of the Williams-Richardson Company, wholesale dry goods merchants, and continued as a member of the firm until his death at the age of eighty-four years. He was a man of marked integrity and high business standing, and his citizenship left nothing to be desired. Mr. Castanedo married Louise Sabourin, who was born in Quebec, a daughter of Charles and Jane (Thurber) Sabourin, natives of Montreal, Canada. Jane Thurber's father, James Thurber, was of English ancestry, and came to New Orleans, where he was a practicing physician for many years. His wife was a Miss McCray, and was of Scotch ancestry. The mother of Walter Castanedo still survives her husband and is a resident of New Orleans. She reared two children: Walter, and Doctor Paul, a New Orleans physician.

Walter Castanedo attended Notre Dame at South Bend, Indiana, and Tulane University, and upon completing his course at the latter institution took up mechanical engineering, a profession which he has since followed with constantly increasing success. He married at the age of thirty-seven years Fenella Hero, born at New Orleans, a daughter of George A. and Fenella (Olivier) Hero. They are the parents of one daughter, Fenella.

Mr. Castanedo is a member of the American Society of Mechanical Engineers, the Boston Club, the Capital City Club of Atlanta, and the Pine Island Club. He has several civic and social connections, and his business affiliations include directorships in the Morris Plan Bank, the Dixie Homestead Association and the Oaklawn Sugar Company of Franklin, Louisiana.

WILSON WILLIAMS. The finding of an individual's proper groove in life, in determining the vocation for which he is best fitted, is perhaps the most important factor in deciding the success of one's career. It was not until he had experimented in several other lines of endeavor that Wilson Williams, of New Orleans, discovered that his abilities would find their best expression in the field of life insurance. Today Mr. Williams is recognized as one of the most capable life underwriters in the business, and is general agent of the New England Mutual Life Insurance Company for Louisiana, vice president of the National Association of Life Underwriters and a past president of the Life Underwriters Association of Louisiana.

Mr. Williams was born at Richmond, Virginia, and belongs to an old and honored family of that state. His great-great-grandfather, Peter Williams, was born in Wales and came to America in Colonial days, settling at Yorktown, Virginia, where he is said to have erected the first brick house in America, importing the materials therefor from England. His son was James Williams, who was born in Virginia. Wilson Williams, the grandfather of Wilson Williams of this review, was born in New Kent County, Virginia, September 30, 1797, and as a young man removed to the City of Richmond, where he engaged in wholesale and retail mercantile lines, carrying in his stock most everything in general use in the home and on the farm. The greater part of his retail trade consisted in "trade and barter," or trading goods for produce. He owned large tracts of land, a part of which he operated with tenants and a part with slaves, of which he owned at one time more than 100. The Seaboard Air Line and Atlantic Coast Railroad station now occupies the site of his old store. He continued in business at Richmond until his death, at the age of seventy-one years. Mr. Williams married Elizabeth Colin, a daughter of Jean Colin. Mr. Colin was born in France and came to America with Lafayette, fighting with the Colonists for independence during the war of the Revolution. He served on Lafayette's staff, crossed the Delaware with General Washington, and took part in many battles, including Valley Forge. After the close of the war he settled at Richmond, where he spent his last years.

Fred H. Williams, the father of Wilson Williams, was born at Richmond in 1845, and was given his business training in his father's store. At the time of the elder man's death he succeeded to the ownership of the business, which he conducted for a number of years, but in the evening of life came to New Orleans, where he died aged seventy-three years. He married a daughter of Robert J. Christian, Sarah Margaret Christian, who was born at Richmond, and lived for twenty-six years with her son, Wilson, in whose home at New Orleans she died November 17, 1921, in her seventy-fourth year. There is only one other son in the family, Fred H., Jr., a resident of Dallas, Texas. Mrs. Williams' grandfather was Gideon Christian, born in New Kent County, Virginia, and her great-grandfather was a judge of the Superior Court of Vir-

ginia. One of his brothers was also a distinguished lawyer. Gideon Christian was an extensive planter of his day and locality. The New Kent County Courthouse is located on land that was included in his plantation. He married Harriet Crump, who was born in New Kent County, of early English ancestry. Robert J. Christian was born in New Kent County, November 2, 1826, and as a young man went to Richmond, where he became an extensive manufacturer of tobacco, operating three large factories in that city. He married Sarah Apperson, a native of New Kent County. Both passed away at Richmond when well advanced in years.

After completing his course in the public schools of Richmond, Wilson Williams attended the University of Virginia for a short time, and then returned to his native city to enter the employ of the Stark Dixie Plow Works as shipping and receiving clerk. During the two years that he was thus employed he fitted himself at night for stenographic work, and became engaged as reporter on a daily paper and was court stenographer for a short period. Later he qualified as a certified public accountant and was appointed by the City of Richmond to audit its public utilities. In 1893 he accepted a position as bookkeeper for a wholesale commission and export firm, and before attaining his majority was placed in full charge of its counting room as confidential clerk. While holding that position he was elected secretary of the Richmond Mozart Association, acquiring control of the Mozart Index, a popular musical publication which he edited and managed until his removal from Virginia.

In 1895 Mr. Williams entered the employ of the Mutual Guarantee Building and Loan Association of Richmond, and in a few months was promoted to superintendent of agencies, with headquarters at Baltimore. During the following two years he was engaged in organizing home building societies in the Middle and Atlantic states, but early in 1898 severed the connection to engage with the Baltimore Building and Loan Association, then the largest institution of its kind south of New York, as manager. He was with this company but a short time when, attracted by the greater opportunity afforded in the life insurance business he contracted in November, 1899, to represent the Security Mutual Life Insurance Company of Binghamton, New York, at Philadelphia. Soon satisfying himself and his company that the life insurance business was his forte, he returned to Baltimore as general agent of the company for Maryland, Delaware and the District of Columbia. Just after the Baltimore fire (in 1903) he was appointed general field superintendent of the company and for nine years traveled to established agencies throughout the states making his headquarters for a time in different sections. He resigned this position at the end of 1911, after spending the previous two years in the company's office at Binghamton, New York, to become general agent of the New England Mutual Life Insurance Company of Boston, Massachusetts, in Louisiana, and removed to New Orleans, where he has continued to the present time.

As before noted, Mr. Williams has attained a high rank among insurance men of the Nation. He has written several books and pamphlets on both the theory and practice of life insurance and lectured before universities and numerous organizations in the country. In addition to being vice president of the National Life Underwriters Association, and a past president of the Life Underwriters Association of Louisiana, he



C. L. T. P. V.

is a member of the American Academy of Political and Social Science, vice president of the Union Homestead Association, a member of the governing boards of the New Orleans Public Library, the New Orleans Zoological Society, and the Association of Commerce, of which he was chairman of the membership committee two years. He organized the School of Insurance at Tulane University and on February 15, 1915, delivered the first lecture before that class. Fraternally he belongs to all the Masonic bodies, both branches, and the Shrine, and to New Orleans Lodge No. 30, Benevolent and Protective Order of Elks. His other connections include membership in the New Orleans Motor League, the American Automobile Association, Southern Yacht Club, Chess, Checkers and Whist Club, Young Men's Gymnasium Club, and the New Orleans Country Club, where he plays golf.

Mr. Williams married a second time, his present wife being Mrs. Walker, nee Miss Rebekah Carradine, who was born in Natchez, Mississippi, a daughter of Leonard A. and Emma Mary (Rivers) Carradine. He has one son, Wilson, Jr., by a former wife.

SAMUEL ADAMS TRUFANT. The City of New Orleans is well represented in the field of investment securities by a number of well-known and reliable houses and individuals, and among the latter one who has won and held public confidence by his honorable operations for a number of years is Samuel Adams Trufant. Mr. Trufant was born on the Leighton plantation, LaFourche Parish, Louisiana, in 1853, a son of George Trufant, who was born at Bath, Maine, in 1808, that also being the birthplace of his grandfather Seth Trufant; his great-grandfather, David Trufant, and his great-great-grandfather, David Trufant. The father of the later, William Trufant, is referred to in the history of Bath, Maine, as "King William."

The Trufant family, originating in Normandy, went to Wales at an early date, whence, in 1630, they came to this country and settled in the province of Massachusetts, where they were pioneers of that part of the coast now included in the State of Maine. Prior to the War of the Revolution the Trufants were engaged in shipbuilding at Bath, and later Trufant, Drummond & Company were among the largest builders of the celebrated "clipper ships" of 1820 to 1850. The shipbuilding business has been continued in the same yard to the present time, on "Trufant Point," now the site of the Union Iron Works.

Seth Trufant, the grandfather of Samuel Adams Trufant, was cashier of the Lincoln County Bank of Bath, Maine, and was a life-long resident of that city. The maiden name of his wife was Abigail Dodge Adams, and she belonged to the celebrated Adams family of Braintree, Massachusetts, which furnished the United States with two presidents. She was born at Ipswich, Massachusetts, in 1789, and her father, Dr. Samuel Adams, served to the close of the Revolutionary war as a surgeon in the Continental Army.

George Trufant, the father of Samuel A. Trufant, after completing his course in the public schools of Bath went to Boston and entered the employ of Griggs & Weill, importers and exporters. At the age of twenty-one years he was admitted to partnership in this firm, which dealt largely in sugar, and this served as his introduction to this line of business. In 1833 he came to New Orleans, where he embarked in the sugar business, and followed that line at New Orleans for twenty-one years.

In 1853 he removed to the Leighton plantation, where he resided for five years, but in 1858 returned to New Orleans, where he operated a sugar refinery located on Magazine Street, near the corner of Girod. He continued to be engaged in business here until his death, which occurred in 1868. Mr. Trufant was united in marriage with Miss Jane Hanna, who was born at Florence, Alabama, daughter of James Jackson Hanna, a native of Ireland, of Scotch-Irish ancestry. His wife, Parilee Childress, was born in South Carolina, of early English ancestry. Mrs. Trufant died in 1911, at the age of seventy-nine years, having been the mother of three children: Samuel Adams, Ellen Hanna and Alice Pierpont. The record of the Hanna-Jackson family in this country can be traced back to 1772.

The boyhood of Samuel Adams Trufant was passed on a sugar plantation, but when he was a little older he was brought by his parents to New Orleans and here he acquired his education in the public schools. At the age of seventeen years he left high school to become self-supporting, and within the short space of five years had risen from the post of office boy to that of confidential clerk and cashier of the firm by which he was first employed. In 1881 Mr. Trufant traveled through the West in the interests of his concern, and upon his return in the next year was admitted to partnership. In 1886 he withdrew from the New Orleans firm and established a grain export business at Kansas City, Missouri. Largely through Mr. Trufant's efforts "Kansas Hard Wheat" became known in the Liverpool market, and in connection therewith New Orleans became an important factor in the grain export trade by the building of elevators at Southport and Westwego.

Numerous honors have come to Mr. Trufant in various walks and activities of life. In 1895 he was elected chairman of the Citizens' Protective Society, a position in which he has served continuously for twenty-six years. In 1900 he was chosen cashier of the Citizens' Bank of Louisiana, which traces its history back to the days before the war between the states, and due to his influence this bank regained its place in the front ranks among the clearing house banks of New Orleans. In 1892 he organized the Bureau of Freight and Transportation, of which he served as president for five years, and conducted a work of great value to New Orleans. He was chairman of the Belt Railroad Committee of the Bureau of Freight and Transportation which defeated the noted Fisher Belt ordinance, and to him, in company with several other New Orleans men, the city owes the great possibilities of development offered under the present system of a publicly owned, publicly operated and publicly controlled belt railway, public docks and wharf system. He has ever taken an active interest in the improvement of the Mississippi River and in the Naval Station.

In politics Mr. Trufant is a republican, and was one of the organizers of the "white republican" party for Louisiana in 1900. He has for many years been secretary and treasurer of the St. Charles Hotel Company and vice president of the Crescent City Stock Yard and Slaughter House Company. Mr. Trufant is a member of the Stock Exchange and a man of wide experience in affairs of the city. Recognized as being of sound judgment and established integrity, he is an authority on research and statistics and has written frequently on various important financial subjects.

In 1887 Mr. Trufant was united in marriage with Miss Bertha Alice Todd, a native of New Orleans and a daughter of Samuel Morse and Sarah (Potter) Todd, both of English ancestry. To this union there have been born two children: Sara and Samuel Adams, Jr. Sara is the wife of Henry Burguières, a Louisiana sugar planter. Samuel Adams Trufant, Jr., a journalist, married Gretchen Van Phul, and they have one son, Samuel Adams Trufant, III, who represents the twelfth generation of direct descent of this family in America.

FRANCOIS BILDSTEIN. Widely known in business, social, public and charitable circles, Francois Bildstein is one of the successful men of New Orleans who has made his own way and has not had to depend upon others for his prosperity. In the working out of his career he has made full use of ordinary opportunities, and has made his inherent industry pay him in full degree, and with these aids has gained the enviable position which he now occupies. Mr. Bildstein, who is president of the New Orleans Engraving and Electrotypes Company, is a native of France, born at Nancy, French Lorraine. His father, Francois Bildstein, the elder, spent his active life in his native Nancy, but during his closing days immigrated to the United States. Francois Bildstein, the younger, received his education in his native place, and in 1881, when still a young man, came to America. For a time he resided at New York City, but the climate of that city did not prove congenial, and he accordingly sought the milder skies of the Southland. Locating at New Orleans, he secured employment as a draughtsman in a lithographing plant and, as he was very skilled in his work and, in addition, very industrious, he was given good wages, which he carefully conserved. Eventually ten years after his arrival in this country, in 1891, he became the founder and president of the New Orleans Engraving and Electrotypes Company, with which he has been identified to the present. He is enterprising and energetic in his work, and in his establishment maintains the best of facilities for first class and expeditious workmanship. He maintains an excellent reputation in business circles of the city, where he has been found possessed of integrity and honorable principles that contribute to his high standing.

Mr. Bildstein has been married twice. In 1883 he was united with Miss Amanda Galatas, who was born in St. Tammany Parish, Louisiana, a daughter of Nicholas and Basilide (Laurant) Galatas, her father of Spanish and her mother of French ancestry. Mrs. Bildstein died in 1914, and Mr. Bildstein married Miss Marie Madere, of French ancestry. Mr. Bildstein has a number of important connections at New Orleans in social, civic and charitable avenues of activity. He is a leading, active and popular member of the French Board of Trade, in the movements of which he takes a keen interest. He has been one of the most effective and constructive workers in the French Benevolent Society, and belongs also to the Fourteenth of July Society, which he served as president, and which supports a school on Esplanade Street, at the corner of Bourbon Street.

LOUIS J. FOLSE, JR., is a progressive young man who has gained precedence as one of the successful exponents of the freight forwarding industry at the port of New Orleans, where he is president of the Marine Forwarding & Shipping Company, of which he was one of the

organizers and incorporators and of which he is also the general manager. He is a recognized local authority in his chosen field of business, as he has been for fully fifteen years "in actual contact with the rates, routes, rulings and terminal practices affecting Gulf of Mexico ports." Of his admirable conception of the functions and importance of the business of which he is a prominent representative evidence is afforded in an effective article which he recently contributed to the *Gulf Ports Magazine*, and from which the following pertinent quotations may consistently be made:

"We should not cling to the conception of freight forwarding as an institution primarily of private interest which enables certain individuals to accumulate wealth, irrespective of how it may benefit the foreign commerce of our country, but rather should adopt the modern viewpoint and regard the freight forwarding business as being a form of social service quite as much as a revenue-producing process. The freight-forwarding business has proven its value to the exporter and importer located in the interior. The day has passed when the conception of any industry as chiefly a revenue-producing process can be maintained. To cling to such a conception is certainly antagonistic to the interests of those we seek to serve. Any industry should be operated with a conception of the responsibility due to the community. The responsibility of industry to the community is no less important than the responsibility of citizenship itself. For were it not for the community's contribution in maintaining law and order, in fostering and assisting in providing agencies of transportation and communication, in furnishing systems of money and credit, and in rendering other services—all involving continuous outlays—the operation of any industry would be rendered well-nigh impossible. It is the good fortune of New Orleans that each party to the forwarding industry within the port has and feels a common interest in making the machinery of port commerce efficient and productive."

Mr. Folse was born on a plantation near Labadieville, Assumption Parish, Louisiana, November 11, 1887, and is a son of Louis J. and Mary (Roussel) Folse, the former of whom is deceased. Louis J. Folse, Sr., whose death occurred on the 1st of January, 1921, was for more than forty years one of the most prominent and successful sugar planters of Louisiana. He owned the Felicity plantation in St. James Parish and the Cleveland and Sonnom plantations in Assumption Parish. He was a representative of one of the old and honored French families of Louisiana, as is also his widow, who now maintains her home in New Orleans. Louis J. Folse, Sr., was a gallant young soldier of the Confederacy during the period of the Civil war, in which he served as a member of the Eleventh Louisiana Cavalry, commanded by Colonel Hugh Vincent. Mr. Folse was born in Assumption Parish and became one of the influential citizens and prominent men of affairs in his native state, where he ever commanded unqualified popular confidence and esteem.

He whose name introduces this review gained his early education principally in the City of Baton Rouge, and later he attended in turn St. Stanislaus College, at Bay St. Louis; the Soulé Business College, in the City of New Orleans; and the Cherry Brothers College, at Bowling Green, Kentucky. The active career of Mr. Folse has been one of close and progressive association with general shipping and export enterprise.

He first worked in the freight offices of the Southern Pacific Railroad at New Orleans, and later he became foreign freight agent for this railroad company in connection with both its rail and steamship transportation. He continued his service with this railroad corporation about ten years, and thereafter he gave four years of effective service as assistant traffic commissioner of the New Orleans Board of Trade. In 1918 he effected the organization of the Marine Forwarding & Shipping Company, of which he has since served continuously as president and general manager, and the large and important business of which has been developed largely through his progressive policies and his thorough knowledge of all details of the business. He is widely recognized as an expert and authority in all matters affecting export regulations and foreign shipments. Mr. Folse is export agent for the Fifth-Third National Bank of Cincinnati, Ohio; is resident vice president at New Orleans of the American Manufacturers Foreign Credit Insurance Exchange; and is chairman of the foreign trade bureau of the New Orleans Association of Commerce. At the annual meeting of the Mississippi Valley Association held at New Orleans in May, 1921, Mr. Folse was elected a director of the organization, as representative of the State of Louisiana. He is a loyal and influential member of the New Orleans Board of Trade, as well as of the local Association of Commerce, he is actively identified with the local Rotary Club, is a member of the finance committee of the Child Welfare Association of New Orleans, and is affiliated with the Benevolent and Protective Order of Elks. The maiden name of his wife was Josephine Sentilles, and they have four children—Genevieve, Marion, James and Joseph Alter.

RAFAEL EDWARD DE LOS REYES has been actively and prominently identified with business affairs in New Orleans for a third of a century, and is founder and active head of one of the leading insurance organizations in the South.

Rafael E. de los Reyes is a Cuban by nativity and was born at Guanabacoa, Havana, October 13, 1865. For many generations the family lived in Spain, tracing its descent from Rodrigo Diaz del Vivar (Cid). Many years ago three brothers of one generation favored the republican cause in Spain and emigrated, while one remained. One of the emigrants moved to Havana, Cuba. He was Jose de los Reyes, grandfather of the New Orleans business man. From freight agent he rose to a high and influential position in banking circles in Havana. He was always a staunch republican in his political ideas. His wife was Isabel Orosco, who came from Venezuela. The parents of R. E. de los Reyes were Esteban and Rosalie (Schneidau) de los Reyes. His father was a capitalist. His mother was a daughter of Capt. Gus Schneidau, at one time captain of the Port of New Orleans.

R. E. de los Reyes was very liberally educated, attending primary school at San Francisco College, Guanabacoa, Havana, Belen College of the Jesuit Fathers at Havana, and graduated as an agricultural engineer from the Moré School at Havana in June, 1886. Following his removal to New Orleans Mr. de los Reyes also pursued technical courses for several years in architecture, chemistry and commercial law at Tulane University.

From 1887 to 1894, for seven years, he was engaged in the coal business. In 1894 he organized the Acme Industrial Life Insurance and

Sick Benefit Association, being founder and president of this institution, which has had a highly efficient record covering more than a quarter of a century. He is also president of the Delos Realty Company, Incorporated, is general manager of the Acme Association, Ltd., and chairman of the Advisory Board of the Globe Accident and Casualty Company.

Like his ancestors, Mr. de los Reyes is a firm believer in a republican form of government. As a New Orleans citizen he took an effective part in organizing clubs to help the Cuban cause of 1895. He is a Catholic and a member of the Knights of Columbus, Chess, Checkers and Whist and Press clubs of New Orleans.

February 8, 1896, in St. Augustine Church at New Orleans, he married Isabelle Cazenavette, a daughter of Gabriel and Leontine (Pinac) Cazenavette. Mrs. de los Reyes was the only daughter of her parents and died of influenza January 17, 1919. The children of Mr. de los Reyes are Ella, Lydia, Isabelle, Rafael, Alma, Esteban, Marie and Hilda.

COL. ROBLEY STILLÉ STEARNES. There is much of consistency and significance in the statement that the civic loyalty of this representative citizen of New Orleans is on a parity with his business ability and his high standing in the commercial field of the Louisiana metropolis. He is president of the Standard Electric Construction Company, Incorporated, and is a prominent and influential figure in connection with the electrical engineering industry of the United States. His civic loyalty and progressiveness have come into special evidence in the efforts to readjust housing conditions in New Orleans since the aftermath of the World war has rendered the building problem one of major importance in this and virtually all other large cities of the country, and his work has been instant and earnest in bringing about an improvement of conditions, especially through his service as president of the recently organized Contractors & Dealers Exchange, incorporated, of New Orleans.

Colonel Stearnes was born at Dublin, Pulaski County, Virginia, in 1870, and is a son of Dr. John L. and Phoebe (Rogers) Stearnes, both likewise natives of the Old Dominion State, where the respective families were founded in the early Colonial period of our national history. In 1630 Charles Stearnes came from England and became the founder of the family in Virginia, with the history of which commonwealth the name has been prominently identified as one generation has followed another on to the stage of life's mortal endeavors.

Dr. John L. Stearnes, a physician and surgeon of exceptionally high attainments, gave his entire active career to the work of his chosen profession, which he dignified and honored both by his character and his services. In the climacteric period of the Civil war Doctor Stearnes served as a surgeon in the Confederate Army, and his deep spirit of humaneness was shown in this connection by the able and generous professional care he gave to Union soldiers who were injured in engagements in the vicinity of his Virginia home. Both he and his wife continued their residence in Virginia until his death. His widow still survives at the ripe age of eighty years. They reared a family of six children, as follows: Dr. James D. Stearnes of Dublin, Virginia; Hon. Orren L. Stearnes of Salem, Virginia, who has served his state as a member of the Legislature, and is one of the prominent apple growers of Virginia; Reaumer C. Stearnes of Richmond, Virginia, and for eight years state superintendent of education; Mary Lewis, who married J. V.



Robly S. Stearns

N. Moore and resides at Cape Charles, Virginia; Lucy J. Stearnes of Roanoke, Virginia; and Robley S., the immediate subject of this review.

Robley S. Stearnes acquired his early education at Salem, Virginia, and thereafter attended Allegheny Institute at Roanoke, that state. He early decided to adopt electrical engineering as his vocation, and to fortify himself for his chosen profession he took prolonged special courses of technical and practical study and work in the great plant of the General Electric Company at Schenectady, New York, and Lynn, Massachusetts.

Colonel Stearnes has achieved marked success and prestige as an electrical engineer, and has probably built a greater number of electric railways, electric light and electric power plants in the South than any other one engineer. He has maintained his residence and business headquarters in the City of New Orleans since 1892. He organized the Algiers Railway & Lighting Company and constructed its plant and system. He held and successfully carried out the contract for all electric work on that line that is now operated by the Orleans-Kenner Traction Company. He was for a number of years the manager of the Southern Electric Manufacturing Company, whose office was maintained at the old Edison station at 423 Baronne Street. He had charge of the reconstruction of the old McClellan electric line, which under his supervision installed electric transportation service in place of the old cars operated by mules. He built the waterworks and electric light plant at Alexandria, Louisiana, and furnished the electrical machinery for plants at Opelousas, Lafayette and Jennings, this state.

In his profession and as a man of affairs Colonel Stearnes has been a forceful exemplar of both thought and action, and he has brought to bear the same decisive characteristics in connection with his civic relations. He was the founder and is the president of the Standard Electric Construction Company, Incorporated, electrical engineers and contractors and dealers in electrical supplies. This corporation is one of the most substantial and important of its kind in the entire South.

In April, 1921, was organized the New Orleans Contractors & Dealers Exchange, and the special eligibility and popularity of Colonel Stearnes were recognized when he was elected the first president of this progressive organization. Of this organization the following statement was made in a New Orleans newspaper: "The new Contractors & Dealers Exchange, Incorporated, hurled itself with full force into the present building controversy immediately after it was formed." From later paragraphs in the same article are taken the following pertinent extracts: "One of its first achievements was the appointment of a committee to go to Baton Rouge and assist the Housing Commission in its effort to have taxation eliminated from all building for the next seven years. Speaking of the formation and aims of the new exchange, Robley S. Stearnes said: 'The new Contractors Exchange is heart and soul in the work of the Housing Commission. It will study every phase of the building industry and adopt means by which the best results can be secured. We have on our directorate representatives of every trade that contributes to the building of a house. We are out to find their troubles and tell them ours, and so arrive at an adjustment by which progress, and plenty of it, can be made. We realize how difficult it is to make headway with so many minor troubles obstructing the work. Although it is a delicate matter, we shall make an effort to meet labor and settle differ-

ences that are with us not only today but may crop up at any time. In other words, we want the other fellow's angle, and in the present acrimonious discussions the building trade and erection of homes are not where they should be. We are ready to go to Baton Rouge and help the Housing Commission in all it is trying to do. The opportunity to do something is now, and it would be a pity to see the exemption asked for fall by the wayside for want of assistance. Further, we are out for full exemption and not half. This is a clean organization. We are out to do something for the city, and feel that all should rally round us and give their material support."

As president of the Contractors & Dealers Exchange, Incorporated, Colonel Stearnes carefully formulated and presented consistent plans and policies for the improving of housing conditions in New Orleans and the state in general. His suggestions met with instant and unqualified approval on the part of representative citizens in all lines of business and in official position, and published endorsements of his plans were offered by the mayor of the city, by members of the municipal Board of Commissioners, and by others of prominence in the civic and commercial life of the city. The results are sure to come, for Colonel Stearnes is a man who "gets results." Sufficient time has not yet elapsed to make possible a record of progress made in this important matter, but the spirit of co-operation is being advanced and New Orleans is certain to solve its great housing problem and make such provisions that its progress and stable prosperity shall be assured.

The reputation of Colonel Stearnes in his chosen sphere of activity has far transcended local limitation. He is a former president of the National Association of Electrical Contractors & Dealers. He is a member of the Chamber of Commerce of the United States, in which he holds the post of national counsellor on industrial relations for the electrical contractors of the United States and Canada, and he and the other four counsellors for this industry have as a part of their official service the adjudication of differences with workers in the electrical trades, who are represented by a similar number in meetings held to discuss and adjust these differences, in whatever part of the two countries they may arise. Through this service Colonel Stearnes has become nationally known for his successful work in solving the ever-pressing problems of capital and labor, his fairness, his judgment, his broad experience and his knowledge of such problems having made his wise counsel of great value in the settlement of such difficulties and the avoiding of costly strikes. It can thus be understood that he is looked to as a most resourceful and safe counsellor in connection with the controversies that have arisen in connection with the building problem in his home city. Colonel Stearnes became one of the early members of the Jovian Order, and has held various official positions in the same. He is a valued member of the New Orleans Association of Commerce, and holds membership in the New Orleans Country Club and the Chess, Checkers and Whist Club. His wife, whose maiden name was Marie Corinne Hincks, passed to the life eternal in 1912, she having been a daughter of Hon. Joseph A. Hincks, who was one of the founders of the Tulane Education Fund in New Orleans. The attractive home of Colonel Stearnes is situated at 2840 Peters Avenue.

When Governor G. Y. Sanders was elected governor of Louisiana he appointed Robley S. Stearnes major on his staff. Following this, when

Governor Luther E. Hall was elected governor of Louisiana, he appointed Mr. Stearnes colonel and first aid-de-camp to his excellency.

Colonel Stearnes is president and chief owner of the Standard Electric Construction Company, Incorporated, which company points with pride to many of the large electrical installations that have come under its supervision. Special among these is the Whitney-Central Bank Building of New Orleans, which is considered by those well acquainted with this class of work to be one of the best electrical installations in the entire South.

ALBERT JACOB WOLF. A leading and energetic figure in the cotton industry of New Orleans, Albert Jacob Wolf, president of the Albert J. Wolf Company, Incorporated, is treasurer of the New Orleans Cotton Exchange, and is likewise well known because of his connection with a number of benevolent and charitable organizations and with civic improvements of a beneficial character. He was born in the village of Bayou Sara, parish of West Feliciana, Louisiana, a son of Morris Wolf, a native of Clinton, this state.

Joseph Jacob Wolf, the grandfather of Albert J., was born at Dunkheim, Bavaria, where he was reared and educated, and in young manhood immigrated to the United States in a sailing vessel which made port at New Orleans. From this city he went to Clinton, where he embarked in a mercantile business, and conducted this enterprise until his death, which occurred about 1855, when he was fifty-five years of age. He married Hannah Levy, who was born at Klingen, Munster, Germany, and came to America in a sailing vessel which consumed 100 days in making the trip. She survived her husband for a long period and was seventy-three years old at the time of her demise. They were the parents of four children: Morris, Sarah, Barbara Stech and Emanuel.

Morris Wolf received his education in the public schools of Clinton, after leaving which he served an apprenticeship to the watchmaking trade and then secured employment as a clerk in a dry goods store. In 1873 he went to Bayou Sara and embarked in mercantile lines as a member of the firm of J. Freyhan & Company. This firm carried general merchandise and did a successful business, the prosperity of which was greatly enhanced by Mr. Wolf's contribution of ability. In 1903 he organized the firm of M. & E. Wolf, with which he was identified until his death, August 26, 1921, after nearly half a century of business life. His standing in commercial circles was of the highest, for he so directed his activities that he not only built up a substantial competence, but preserved his bodily health and retained the respect and esteem of those with whom he had been associated. Mr. Wolf married Miss Nettie Worms, who was born at Clinton, daughter of August and Amelie (Levy) Worms, the former born in Alsace, France, and the latter at Worms, Bavaria. Two children were born to Mr. and Mrs. Morris Wolf: Albert J. and Aline, who married David H. March.

Albert J. Wolf prepared for college under private tuition and then entered Tulane University, from which he was graduated in 1901 with the degree of Bachelor of Arts. Following this he spent one year at Harvard, where he received the same degree in 1902, and on his return to New Orleans chose a business rather than a professional career and became a member of the firm of Herrmann & Wolf. He remained with this partnership until 1920, when he organized the Albert J. Wolf Company,

Incorporated, of which he has since been president. Mr. Wolf is a member of the New Orleans Cotton Exchange, of which he has been treasurer since 1914, and of the Association of Commerce. He also holds membership in the Oakland Country Club and the New Orleans Yacht Club, and is identified with various benevolent and charitable organizations.

On November 7, 1906, Mr. Wolf was united in marriage with Miss Carrie Godcheaux, who was born at New Orleans, a daughter of Paul L. and Retta (Weis) Godcheaux, and to this union there have been born three children: Caroline, Morris II and Albert J., Jr.

CAPT. CHARLES H. CUGLE. His duties make Capt. Charles H. Cugle one of the important officials at the offices of the United States Shipping Board at Royal and Conti streets, where he has charge of the recruiting service for the Shipping Board. Captain Cugle is a veteran mariner, though a comparatively young man, and his wife has been identified with the sea and marine affairs since boyhood.

He was born at Baltimore, Maryland, in 1882, and received his education in that city. He went to sea at the age of fifteen on a sailing vessel from Baltimore to Rio. About a year later, in 1898, he volunteered in the naval service during the Spanish-American war, and was an ordinary seaman on the revenue cutter Woodbury on the Havana blockade. After his discharge he entered the service of the Ward Line steamers plying between New York, Havana and Mexican ports. While with this company his abilities gained him promotion from the grade of quartermaster to that of third mate. Captain Cugle from 1901 to 1915 was with the Southern Pacific Company's steamship line between New York and Galveston. In this service he rose to the rank of captain, and for many years he had a mariner's license.

In March, 1919, he took charge of the recruiting service for the United States Shipping Board for the Gulf district, extending from Pensacola to Galveston. He also had charge of the Navigation and Engineering School of the board for the district extending from Cape Charles, Virginia, to Brownsville, Texas. In the spring of 1921 Captain Cugle received a letter from the general director of recruiting complimenting him on the showing made by his office, which during the month of March stood second only to the New York office in number of men recruited and ranked above that office in percentage of American recruits. The policy of the Shipping Board is to favor naturalized or native American citizens as applicants for the Merchant Marine.

Captain Cugle has a national and international reputation through his authorship of the work "Simple Rules and Problems in Navigation," published by E. P. Dutton & Company of New York. This volume is now in its eighth printing and is a standard and modern authority on the art and science of navigation.

Captain Cugle married Miss Bertha Buchholtz, and they have two children, Howard and Robert.

OSCAR McDUFFY GWIN. Many of the largest and most notable building construction programs carried out in New Orleans during the past fifteen years comprised the program of activities in which Mr. Gwin has participated as building superintendent and latterly as a contractor and builder on his own account. Mr. Gwin is a thoroughly able and

widely experienced building engineer, having learned the details of the business under his father, and it has constituted practically a lifelong occupation.

Mr. Gwin was born in Talladega County, Alabama, in 1878, son of T. B. and Martha (Morris) Gwin. His father is a contractor, builder and manufacturer of building materials, and has been in that line of activity in Alabama for a long period of years. He is president of the Southern Manufacturing Company of Gadsden.

Oscar McDuffy Gwin finished his education with two years in Home Study of Building Construction, supplementing the practical experience acquired with his father. He was with his father in business until he removed to New Orleans in 1906. Mr. Gwin came to New Orleans to become superintendent for the Jefferson Construction Company. J. P. O'Leary is president of that company. As superintendent he handled the construction of the first concrete building on the river front, a six-story flour mill for the H. T. Lawler & Sons Milling & Trading Company. Following this he was the building superintendent for the New Orleans Public Library, one of the most noteworthy among the public buildings of the city and otherwise interesting, being the first public building ever erected in New Orleans within the appropriation and contract price. For the Jefferson Construction Company Mr. Gwin also built the locks for the Harvey Canal, the terminals for the Illinois Central Railroad, superintended the construction of the Loyola College buildings, a notable group on St. Charles Avenue, and the Henderson Sugar Refinery. The project involving the largest sum of money and materials handled by Mr. Gwin in New Orleans, also a contract of Mr. O'Leary's company, was the building of the immense cotton warehouse on the river front for the Board of Port Commissioners of New Orleans. This warehouse cost one million three hundred and twenty-seven thousand dollars.

Mr. Gwin left the Jefferson Construction Company to become district superintendent for the George A. Fuller Company of New York, an organization of construction engineers with a business and service practically national in scope. He was superintendent of the Fuller Company's work at New Orleans, involving the most notable war contracts and including the various branches of construction on the Army Supply Base, the erection of Units Nos. 1 and 2, all concrete roadways, the steel bridges to warehouses and all underground sewerage, drainage and waterworks system.

Since leaving the George A. Fuller Company, Mr. Gwin has conducted an independent business as a builder and contractor, with offices in the Hennen Building. In this comparatively brief interval he has completed a number of large and important buildings, including two of the branch banks for the Marine Bank & Trust Company, the Bienville Hotel, Crane Company plant, Fulton Bag Company Annex, the Buick Building on Howard Avenue, and has a large share in the great building program now being carried out in this city. Mr. Gwin is a member of the General Contractors' Association, the New Orleans Association of Commerce and is a thirty-second degree Scottish Rite Mason and an Elk.

December 28, 1909, he married Miss Gertrude Lucy of Gadsden, Alabama, and their three children are Carolyn, Gertrude and Oscar M., Jr.

HON. CARL C. FRIEDRICHS. In the quarter of a century since he began the practice of law at New Orleans Mr. Friedrichs has accepted many opportunities for service outside his profession. He was captain of a company in the Second Louisiana Regiment in the Army of Occupation in Cuba during the Spanish-American war. He has served four terms in the Legislature and is present attorney for the state tax collector.

His grandfather, Andrew Friedrichs, was born at Ebermanstadt, Germany, in 1799, of a prominent and wealthy German family. He had completed his preparatory education and had entered college when he was called from his studies to take charge of his grandfather's estate. After the death of his father he settled up the estate, and, accompanied by his family, came to America, locating at St. Louis. He bought land through which Market Street now passes, and used the land for farming purposes a few years. He then went up the river to Alton, Illinois, and bought land near that city. A few years later he sold out his property on the Upper Mississippi and came South to New Orleans, living retired until his death at a good old age. Andrew Friedrichs married Margaret Lang, also a native of Ebermanstadt, Germany. She died during the yellow fever epidemic of 1853. They had five children, George J., Mary, Philip J., Samuel and Andrew. Philip was a Confederate soldier in the Army of Virginia and Samuel was also in the Southern army and was killed in the first battle in which he participated, at Baton Rouge.

Dr. George John Friedrichs, father of Carl C., was born in Ebermanstadt, Germany, August 11, 1830, and was eleven years of age when he came to America. He had attended German schools and completed his education in St. Louis. While his later life was filled with professional duties and cares, he remained a student, was widely versed in literature, and spoke and read five languages. He served as a member of the Home Guard in the war between the states. In the meantime he graduated from the Ohio Dental College, and was one of a comparatively small group of men who practiced dentistry as a profession at that time. He was engaged in practice at St. Louis until 1853, when he came to New Orleans and was one of the most prominent of the pioneer dental surgeons of the city. He also studied medicine, graduated in the medical course from Tulane University, and while he never practiced, the knowledge contributed to his efficiency and prestige as a dentist. Dr. Friedrichs continued his work as a dentist until his death in 1913. He was run over by a street car and fatally injured.

Dr. Friedrichs married Louise Natalie Gaiennie, who was born at New Orleans, March 15, 1839. Her grandfather, Rene Urbin Gaiennie, was a French Royalist and came to New Orleans as a refugee from the terrors of the French Revolution. He acquired a plantation, one side of which was bounded by what is Gaiennie Street, and lived there the rest of his life. His son, Louis Rene Gaiennie, who was born at New Orleans, succeeded to the ownership of the plantation and home, but was a lawyer by profession and at one time was city treasurer. The mother of Mrs. Friedrichs was Natalie de la Fonta, a native of New Orleans. Her father, Edward de la Fonta, came from France as a young man and settled at New Orleans. He married Susan Hepp, a native of Philadelphia. Her father, John Hepp, was of Holland Dutch ancestry, while her mother, Susan Tuttle, was a daughter of Captain Tuttle, commander of a company of artillery in the Revolutionary war, John Hepp being a member of the same company. It is through these ancestors that Carl C.



W. C. Smith

Friedrichs has membership in the Sons of the American Revolution. Mrs. Friedrichs died at the age of seventy-three. Her five sons were: Andrew G., George G., Hickey, Carl C. and Ephraim D.

Carl C. Friedrichs grew up in his native city, attended the Napoleon Avenue School, graduated A. B. from the Jesuit College and later completed his law course at Tulane. While in college he became a private in Company B of the Seventh Battery and later was commissioned a captain of Company C of the battery. This battery was amalgamated with Company F of the Second Louisiana Regiment, and in 1898 the entire regiment went to Cuba under the command of Col. E. E. Woods and was part of Gen. Fitz Hugh Lee's Army of Occupation and did duty at the City of Havana from the time of surrender until the spring of 1899. Mr. Friedrichs remained with his regiment until honorably discharged in April, 1899. He has had a busy general practice as a lawyer and has always been deeply interested in public affairs. He was elected a representative in the State Legislature in 1900, 1904, 1908 and 1910. In 1914, by appointment from the governor, he was chosen attorney for the state tax collector, and handles those duties in addition to his private practice.

Captain Friedrichs married Therese Chaleron on April 18, 1901. She was born at New Orleans, a daughter of Stephen J. and Marie (Gardere) Chaleron, who were also natives of New Orleans and of French ancestry. Mr. and Mrs. Friedrichs have ten children, named Eugenie Natalie, Carl Chaleron, Hildegard Therese, Catherine, Marie Elaine, Sam G., Marietta and Mildred, twins; Louis Gaiennie and Dixie Elizabeth.

ROBERT TUEMLER was born abroad, but has been an American citizen for many years and has become prominently identified with the ocean shipping trade, of which he is one of the vigorous and successful representatives in the City of New Orleans. In 1905 he engaged in the shipping business at Pensacola, Florida, where he still maintains an office and controls a prosperous enterprise under the firm name of Robert Tuemler & Company. At New Orleans he is president of the Southern Shipping & Trading Company, the affairs of which are in control of men of long experience, thoroughly familiar with the world's trade routes and conditions, so that the enterprise is placed on a most substantial basis. The company does a general steamship agency and ship brokerage business, operates lines of steamships to various foreign ports and gives special attention to the chartering and selling of sea-going vessels of all kinds.

From the New Orleans "Item" of an edition issued in May, 1921, are taken the following pertinent extracts: "The Southern Shipping and Trading Company was incorporated in Louisiana nearly two years ago, with strong financial backing, and Robert Tuemler has been in charge of the company since it was organized. The company is doing a large chartering business, and has recently started out to run regular lines and has inaugurated a service from New Orleans and other Gulf ports to Havana and other ports on the north side of Cuba, commencing with the 'Maximo Gomez,' a first-class Cuban steamer, which will be followed by other steamers of the same line, the next boat being the 'Estrada Palma.' The company has its own wharf facilities in Cuba, and will maintain regular bi-monthly sailings. The Southern Shipping & Trading

Company is also representing the I. H. Aiken Towing & Transportation Company of Pensacola, Florida, which is barging cargo to Cuba and Mexico and doing towing in the Gulf generally."

In September, 1921, the Southern Shipping & Trading Company inaugurated regular liner services from New Orleans to Rotterdam, Bremen and Hamburg, and in March, 1922, their first steamer sailed from New Orleans for London. The company has well matured plans for other regular lines, especially to French ports and to the Mediterranean, and before long expects to extend its activities by running steamers to Mexico from New Orleans and other Gulf ports.

As soon as conditions have become once more normal Mr. Robert Tuemler has the intention of acquiring steamers for the various trade routes and run them jointly with other American steamship owners in regular trade routes.

Mr. Tuemler is one of the progressive business men of New Orleans, where he has cemented strong friendships in both business and social circles. He holds membership in the local Association of Commerce, Board of Trade and the N. O. Steamship Association.

VICTOR WOGAN. In the creation of the modern architecture of the City of New Orleans some of the largest commissions and some of the most distinctive services have been rendered by Victor Wogan as an individual and as a member of one of the most noted firms of architecture in the South. Mr. Wogan has been engaged in architectural practice at New Orleans for nearly thirty years, and is a widely recognized authority on conditions which affect the treatment of architectural principles in the Crescent City.

Mr. Wogan was born in New Orleans in 1870, son of Charles N. and Adeline (Augustin) Wogan. His maternal grandfather was a distinguished Louisiana jurist. Charles N. Wogan, of Irish ancestry, was for many years a sugar planter in Louisiana. He owned and operated the Olivier plantation in St. Bernard Parish, a property that had belonged to his mother, who was a member of the Olivier family.

Victor Wogan, who therefore represents one of the fine qualities of the older social life of the state and city, was educated in the College of the Immaculate Conception, graduating A. B. in 1887. He began the study of architecture in the offices of Mr. Albert Toledano, and has been engaged in the serious practice of his profession since 1893. He was admitted to partnership with Mr. Toledano in 1900, and subsequently, by the admission of Mr. Joseph Bernard, the firm became Toledano, Wogan & Bernard, the title today.

Both individually and as a member of the firm Mr. Wogan has been engaged as architect on some of the most notable architectural achievements in the city. New Orleans is noted for its many buildings that represent the modern trend of commercial architecture and also the ideas and principles of beauty as expressed in a former era. The three largest and most modern hotels in the city are the Grunewald, the Monteleone and the De Soto, and they were designed and built under the direction of the firm of Toledano, Wogan & Bernard. Among other handsome business and residential structures that exemplify their work may be noted the Sewer and Water Board Building, the Elks Home and the Bienville Apartments. The Elks Building is easily one of the famous club house buildings of the country, and perhaps the largest and costliest

devoted exclusively to club purposes. A number of artists and architects have pronounced it a perfect example of the Italian Renaissance style. Just now this firm has a commission for the design and erection of the new addition to the Grunewald Hotel fronting on Baronne Street. This addition is to run up to a height of twenty-three stories.

For his substantial achievements and his recognized leadership in the profession Mr. Wogan was honored, in April, 1921, by being elected president of the Louisiana Chapter of the American Institute of Architects. This local chapter is devoting much attention to the preservation of the historic monuments and buildings of New Orleans, and exercising its jurisdiction so far as possible in preventing the demolition or obliteration of any structure or objects that have important associations with the city's romantic history and as examples of artistic beauty form one of the city's great assets. The province in which the chapter's influence in this direction is being especially exercised is in the French quarter.

Mr. Wogan married Miss Anita Castellanos, daughter of Dr. John Castellanos and niece of Judge Henry Castellanos of New Orleans. Their four children are Edouard, Victor, Jr., Marie Stella and Philippe.

WILLIAM BLAIR LANCASTER, who maintains his home and business headquarters in the City of New Orleans, has made valuable contribution to the civic and industrial advancement of Louisiana, especially in connection with his large and valuable real estate holdings in St. Tammany Parish. In New Orleans he is known as a progressive and public spirited citizen of utmost liberality and civic loyalty, and he is ever ready to give his influence and co-operation in the furtherance of measures and enterprises advanced for the general good of his home city and state.

William Blair Lancaster was born in New Orleans in the year 1873, and is a son of William Blair Lancaster, Sr., and Helen (Wells) Lancaster. The lineage of the Lancaster family traces back to English origin, and the first of the representatives of the family in America settled in Maryland in the Colonial period of our national history. He was John Lancaster, and he arrived in America a few years after Lord Baltimore.

Before his leaving England this John Lancaster was given by King Charles I of England a grant to a large tract of land in Maryland, just opposite the tract owned by Lord Baltimore, the two tracts being divided by one of Maryland's small rivers.

One of the sons of this John Lancaster, namely, John Lancaster, Jr., married a Miss Elizabeth Neal, the granddaughter of Lord Baltimore, and at this time one of the Lancaster descendants of this union still owns and lives on the old Lancaster-Lord Baltimore estate, both the estates having been joined by the above marriage union.

One of the great-grandsons of this union of John Lancaster, Jr., and Miss Elizabeth Neal, granddaughter of Lord Baltimore, moved to Kentucky as one of its pioneer settlers, marrying a Miss Catherine Miles, which union was blessed with a son, Joseph Bradford Lancaster, who as a young barrister moved to Florida and became one of its leading citizens, being one of the first Supreme Court justices of that state. This Joseph Bradford Lancaster married Miss Anne Blair of Lexington, Kentucky, before his departure from that state, and is the grandfather of him whose name introduces this review.

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In Florida Judge Lancaster passed the remainder of his life a man of high attainment and high distinction, and there was born in the City of St. Augustine a son, William Blair Lancaster, who was afforded excellent education and advantages and became a man of fine intellectual and professional attainments.

William Blair Lancaster, Sr., established his residence in New Orleans about the year 1850 and became one of the prominent and influential members of the Louisiana bar. He achieved distinction in his profession, and was a leader in sentiment and action, as well as in cultural affairs in New Orleans. He was a talented linguist, his early educational advantages having included those of an excellent college at Bardstown, Kentucky, and those of the great University of Paris, France. He long maintained much of leadership in civic and public affairs in New Orleans, and was specially active and influential in the movement which resulted in the obliteration of the Louisiana lottery, an institution which had long been a blot on the escutcheon of this commonwealth. He was a man of the finest qualities of mind and heart, commanded unqualified popular confidence and esteem, and was one of the most honored citizens of New Orleans at the time of his death.

William Blair Lancaster, Jr., had the fortifying privilege of being reared in a home of distinctive culture and refinement, and his early education was acquired principally under the direction of private tutors. He has manifested the same fine spirit of civic stewardship as did his honored father, and in his private enterprises has ever taken thought of resultant effect upon the general communal welfare. He has extensive interests in land and other property in St. Tammany Parish, and to the development and supervision of the same he gives the major part of his time and attention. These properties lie mostly in the southern part of the parish, in the vicinity of the towns of Madisonville, Covington, Abita and Mandeville. Mr. Lancaster is deeply interested in the promotion of agricultural and allied industries in that parish, and his liberality and direct promotive work along these lines have contributed much to the civic and material advancement and prosperity of St. Tammany Parish and its people. Mr. Lancaster is a member of the New Orleans Association of Commerce, the United States Chamber of Commerce, and of various representative social organizations in his native city, including the Old Colony Club and the Chess, Checkers and Whist Club, his name being enrolled also on the list of loyal and influential members of the local Kiwanis Club.

Mr. Lancaster married Miss Lillian Knight of Philadelphia, Pennsylvania, and as the gracious and popular chataleine of the beautiful family home she has made the same a center of much of the representative social life of the city. Mr. and Mrs. Lancaster have three sons, William Blair III, Earl R. and Ralph J. The eldest son is, in 1922, a student in the law department of Loyola University in New Orleans.

MOTLEY LEWIS, president of the Circle Supply & Machinery Company, Incorporated, has been a New Orleans business man for the past ten years and prior to that was prominently associated with several business concerns in other Southern states.

Mr. Lewis was born at Baltimore, Maryland, August 10, 1880, son of T. Wallis and Carrie DeLano (Motley) Lewis. From Baltimore the family moved to New York, where his father was a coffee broker. In



Motley Lewis

New York, Motley Lewis finished his education in the Lyons Classical School in 1899 and received his business training with the banking house of Brown Brothers & Company of New York. On coming South he was for seven years associated with the Union Naval Stores Company of Mobile, was also for a time treasurer of the Isabell Coal & Coke Company of West Virginia, treasurer of the DeLoach Mill Manufacturing Company of Bridgeport, Alabama; purchasing agent for several concerns in Jacksonville, Florida, and had other business connections that served to give him a wide and comprehensive familiarity with commercial conditions all over the South.

Since moving to New Orleans in 1911 Mr. Lewis was associated with the A. M. Lockett Company as treasurer until November 15, 1921, when he became one of the incorporators and the president of the Circle Supply & Machinery Company, which was organized to handle machinery and supplies and who are the Southern agents of the Norwalk Iron Works of Norwalk, Connecticut, pioneer builders of refrigerating machinery. Mr. Lewis is a member of the Stratford Club, Pickwick Club, Southern Yacht Club, Country Club, Round Table Club, is a thirty-second degree Scottish Rite and Knight Templar Mason and Shriner and a past monarch of Shalimar Grotto, M. O. V. P. E. R. He is also a member of the Elks' Lodge. Outside of home and business his choice of recreation is motoring. January 1, 1908, he married Sarah Glover of Long Island, Alabama.

GEORGE E. WATSON. The late George E. Watson, formerly secretary of the Southern Cypress Manufacturers Association, was one of the most most purposeful and dependable men of New Orleans, and while in that position had built up one of the most effective and resultful industrial organizations in the United States, representing investments in lumber mills running up into many millions of dollars. The work of that association was highly organized and developed, particularly the traffic, insurance and publicity departments. The mills that were members of this association, numbering about forty, manufactured what was known as tidewater cypress and trademarked their product.

The birth of George E. Watson occurred at Buffalo, New York, in 1873. He was a son of Gen. James T. and Ida S. (Bone) Watson, and descended from Scotch forebears, who, in the seventeenth century, emigrated from Scotland to Connecticut. General Watson was born in Western New York, and from there enlisted in the Union army for service during the war between the states, toward the close of which he was made a brigadier general. At the request of Powell Clayton, General Watson was sent to Arkansas at the close of the war to take charge of the provisional military government, but he subsequently resigned after eight years of service, and returning to New York, went into the manufacture of lumber at Helena. After several changes in residence, he returned to Helena, and there passed away.

George E. Watson grew up in the lumber business which he entered at the age of eighteen years, in 1891, after he had attended the public schools of Helena, and the Western New York Normal School at Buffalo. It was at that time that he went to St. Louis, Missouri, to take a position in the office of his father, who was then in that city, and advanced in importance in the lumber industry, until he was made assistant secretary of the St. Louis Lumbermen's Exchange, and later was made its

The first of these was the discovery of gold in California in 1848. This discovery led to a great influx of people to California, and the state became a free state in 1850. The second was the discovery of gold in Nevada in 1859. This discovery led to a great influx of people to Nevada, and the state became a free state in 1864. The third was the discovery of gold in Colorado in 1858. This discovery led to a great influx of people to Colorado, and the state became a free state in 1876. The fourth was the discovery of gold in Idaho in 1860. This discovery led to a great influx of people to Idaho, and the state became a free state in 1890. The fifth was the discovery of gold in Montana in 1862. This discovery led to a great influx of people to Montana, and the state became a free state in 1889. The sixth was the discovery of gold in Wyoming in 1869. This discovery led to a great influx of people to Wyoming, and the state became a free state in 1890. The seventh was the discovery of gold in Utah in 1871. This discovery led to a great influx of people to Utah, and the state became a free state in 1896. The eighth was the discovery of gold in Arizona in 1876. This discovery led to a great influx of people to Arizona, and the state became a free state in 1909. The ninth was the discovery of gold in New Mexico in 1878. This discovery led to a great influx of people to New Mexico, and the state became a free state in 1906. The tenth was the discovery of gold in Texas in 1884. This discovery led to a great influx of people to Texas, and the state became a free state in 1845.

The discovery of gold in California in 1848 was the first of a series of discoveries that led to the admission of new states to the Union. The discovery of gold in Nevada in 1859 led to the admission of Nevada as a free state in 1864. The discovery of gold in Colorado in 1858 led to the admission of Colorado as a free state in 1876. The discovery of gold in Idaho in 1860 led to the admission of Idaho as a free state in 1890. The discovery of gold in Montana in 1862 led to the admission of Montana as a free state in 1889. The discovery of gold in Wyoming in 1869 led to the admission of Wyoming as a free state in 1890. The discovery of gold in Utah in 1871 led to the admission of Utah as a free state in 1896. The discovery of gold in Arizona in 1876 led to the admission of Arizona as a free state in 1909. The discovery of gold in New Mexico in 1878 led to the admission of New Mexico as a free state in 1906. The discovery of gold in Texas in 1884 led to the admission of Texas as a free state in 1845.

secretary. In 1904 he had charge of the erection and subsequently the operation of the Lumbermen's Building at the Louisiana Purchase Exposition, which building was erected by the lumbermen of the United States. This project was promoted and carried out by Mr. Watson.

In 1905 Mr. Watson came to New Orleans to take charge of the headquarters' office of the Southern Cypress Manufacturers' Association as secretary and manager, and from that time until his death devoted practically all of his time to the organization. Under his direction the publicity department of the association had carried out a systematic and successful advertising campaign, both by newspaper and magazine advertising, and by the publishing and free distribution of an extensive series of books, in pocket size, giving detailed and valuable information on the building of every class of structure wherein lumber is used, including silos, farm buildings, etc. One of the most famous of these books is the "Bird Bungalow Book," containing, in addition to plans and specifications for building bird houses, a wealth of information about birds and how to help them to be of use to humanity, that is not only highly instructive but very fascinating as well. The matter in this pocket library of books represents the results of extensive research and investigation.

Mr. Watson married Miss Florence M. Rhodes of St. Louis and they had two children, namely: James T., who is attending the University of Wisconsin; and Madge R., who was graduated in 1921 from the Isadore Newman Manual Training School of New Orleans, and is now a student of Sophie Newcomb College. Mr. Watson belonged to the New Orleans Association of Commerce, the Lumbermen's Club, the Young Men's Gymnastic Club, and the Southern Yacht Club.

His death occurred on December 21, 1921, at the home of his sister, Mrs. J. S. Skinner of St. Louis.

WILLIAM JOHN BENTLEY laid the foundation of his experience as a cotton merchant in his native City of Liverpool, England, but has been a resident of New Orleans for over thirty years and is now active head of one of the leading firms of cotton merchants of New Orleans and Liverpool.

He was born at Liverpool October 24, 1867, son of Thomas and Elizabeth (Roberts) Bentley. His father was a merchant. The son acquired a practical education in his native city, and in 1882 at the age of fifteen began an apprenticeship of five years, with the cotton brokerage firm of George Holt & Company at Liverpool. Leaving that company he became associated with Brierley, Wood & Company of Liverpool, and a year later in 1888 was sent by this house to New Orleans to take charge of its American business. That was his post of business duty until 1899, when with his Liverpool connections he organized the firm of Bentley, Joynson & Co. of New Orleans and Liverpool, England. Mr. Joynson being a resident of Liverpool, the business there is conducted under the name of Joynson, Bentley & Co. This house has long enjoyed a high standing among the cotton exchanges of the world.

Mr. Bentley married Zelia McCutcheon Logan of New Orleans, April 20, 1909. Mr. Bentley is a member of the Boston, Louisiana, Country and Round Table clubs, his chief recreation from business being golf and travel.

GEORGE DANZIGER. Among the able and forceful business citizens of New Orleans who are rendering acceptable public service in positions which have a bearing and influence upon the civic life of the community, one whose work and capabilities have been particularly appreciated because of their sincerity and worth is George Danziger, president of the New Orleans Real Estate Board. Mr. Danziger is a native of New Orleans and comes of a family which tradition says was founded in Spain in an early day, although his grandfather, Theodore Danziger, was born in Germany, and his father, Isidore Danziger, in France.

Theodore Danziger was reared and educated in his native land, and as a young man immigrated to the United States and settled at New Orleans, where he engaged in the mercantile business on Canal Street. Some years later he took his family to Paris, France, for an extended visit, and it was while they were there that Isidore Danziger was born. On his return to the United States Theodore Danziger resumed business, in which he continued to be engaged during the remainder of his life, becoming a prosperous merchant and enjoying the esteem and good will of all who knew him. He married a Miss Kaufman, of German ancestry, and both lived to good old ages and are buried in the old cemetery on Jackson Avenue. They reared five children: Emily, who married Bernard Dryer; Isidore, the father of George; Edward, David and Samuel.

Isidore Danziger was educated in the public schools of New Orleans and was reared in a business atmosphere, so that he early adopted the vocation of merchant, being for several years the proprietor of a store in New Orleans. When the Civil war came on he enlisted for service in a volunteer regiment of Louisiana Infantry, with which he took part in many notable battles of the great struggle between the states, including the bloody Shiloh. When the war closed he returned to mercantile pursuits at New Orleans, and continued to be engaged therein for many years. His death occurred when he was fifty-four years of age, at which time his city lost an honorable man of business and a worthy and public-spirited citizen. Mr. Danziger married Miss Amelia Dreyfous, who was born at New Orleans, daughter of Abel Dreyfous, who was born at Belpport, France. Mr. Dreyfous came to America as a young man and located at New Orleans, where he spent the rest of his life and where he served in the capacity city notary for several years. He married a Miss Kaufman, of German ancestry. Mrs. Danziger still survives her husband in ripe old age and resides at New Orleans. They were the parents of six children, namely: Isabelle, who married Jacob Miller; Theodore; Jennie, who married J. J. Jacobson; Alice; Alfred D., and George of this notice. Alfred D. Danziger, a graduate of Tulane University, is now practicing law at New Orleans, and in 1908 was commissioned notary. He is a member of the Oakland Country Club, the Board of Trustees of the Jewish Widows and Orphans Home, the Board of Directors of the Isidore Newman Manual Training School and B'nai B'rith.

George Danziger had only ordinary educational advantages in his youth, his public school education being supplemented by a course at Spencer's Business College. When he was twenty years of age he embarked in the real estate business, a vocation for which he seems to have been peculiarly and admirably fitted by nature, for from the start he has been successful. Through his marked talents and indefatigable industry he gradually developed a large and flourishing business in his

line, but his career, like that of so many other young men, was interrupted by the advent of the great World war. Enlisting in the fall of 1917, he was placed in the Aviation Corps and rapidly assimilated the rudiments of flying. When his work in that direction was made unnecessary any longer because of the signing of the armistice he received his honorable discharge from the United States service and returned to New Orleans, where he resumed his activities as a real estate operator, a line of business which he has followed uninterruptedly from November, 1918, to the present. He is recognized as one of the realtors of the city, having been identified with numerous large and important transactions and being possessed of a thorough and comprehensive knowledge of realty values. Mr. Danziger is also an auctioneer, which is, likewise, a business in which he has achieved marked success. The high esteem in which he is held by his fellow-operators is shown in his occupancy of the presidential office in the New Orleans Real Estate Board body, and his popularity among his fellows in the New Orleans Auction Exchange.

Mr. Danziger maintains his interest in aviation and is secretary of the Louisiana Aerial Club. He is also a member of the Oakland Country Club, Y. M. H. A., Kiwanis Club, and on the Board of Directors of the largest Homestead of this city, and on the Board of Management of the Real Estate Bureau of the Association of Commerce. He belongs to New Orleans Lodge No. 30, B. P. O. E. For recreation he maintains a hunting and fishing lodge, where he spends a part of each year in hunting and fishing, sports of which he is exceedingly fond.

WILLIAM B. REILY, president of the William B. Reily Company, Incorporated, coffee importers, has been a merchant and business man in New Orleans for about twenty years, and prior to establishing his present business enterprise in the Crescent City was a wholesale grocer at Monroe.

He was born in East Feliciana Parish, Louisiana, March 6, 1859, his parents being numbered among the early settlers of that locality. His great-great-grandfather was Samuel Warburton Reily, a native of Ireland, who immigrated to America in early Colonial days, and for several generations the family continued residents of South Carolina. Samuel Reily was the great-grandfather of the New Orleans merchant, and his grandfather was John Young Reily, who was a native of Sumter County, South Carolina, and who, leaving his native state, became an early settler in Mississippi. John Young Reily married Mary McNeely on July 30, 1825.

Samuel Warburton Reily, father of William B. Reily, was born in Wilkinson County, Mississippi, and for many years was a prominent Louisiana planter. He owned and operated a large plantation in East Feliciana Parish prior to the Civil war, and in 1860 removed to Morehouse Parish, where he continued to reside until his death, in 1882, at Bastrop. He married Charlotte Boatner, who was born in Louisiana, March 28, 1828, and died in 1861. She was a daughter of William and Sarah (Jelks) Boatner, both natives of South Carolina, the former born November 1, 1788, and the latter in November, 1800. They were married in March, 1819. Samuel W. and Charlotte Boatner Reily became the parents of six children, of whom four reached mature years. They were John B. and James Cason, both of whom became well-known



Wm. B. Leitch

Louisiana planters; William B. and Thomas G., who eventually became associated in business at New Orleans.

William B. Reily spent his boyhood days upon his father's plantation, surrounded by the environment and enjoying the limited advantages common to the youth of that period. His education gained in the public schools was further supplemented by instruction by a private tutor. He early manifested an inclination towards a commercial career, and he gained his first insight into the details of merchandizing by working as a clerk in a country store at Bastrop, a position he held for eight years. He then established himself in a grocery business of his own at Bastrop, and two years later moved to Monroe, where he established and became president of the Southern Grocery Company, a wholesale business that was greatly prospered and extended its trade over a wide section of the country tributary to Monroe. Mr. Reily continued as president of this company for fourteen years.

January 1, 1903, he moved to New Orleans, where he organized the Reily-Taylor Company, coffee importers and roasters. In later years this business became the William B. Reily Company, Incorporated, now recognized as one of the largest concerns of its kind in the South. Mr. Reily has other extensive mercantile and manufacturing interests, and is the owner of valuable cotton plantations in Northern Louisiana.

In addition to his personal business interests Mr. Reily has ever found time and opportunity to take active part in affairs of a public and semi-public character, tending to promote the general welfare of the community in which he lived. During his residence in Monroe he served as a member of the City Council, was president of the Monroe Board of Trade, president of the Monroe Telephone Company, president of the Valley Merchandising Company and a director of the Ouachita Cotton Mills. In New Orleans he has associated himself with that group of public spirited citizens whose earnest co-operation have resulted in the remarkable advancement and progress of the city, more especially noticeable during the past decade. He is one of the leading members of the Rayne Memorial Methodist Church, and for many years has been affiliated with the Knights of Pythias. He is also a member of the Boston Club, the Round Table Club and the Audubon Park Commission.

June 30, 1886, Mr. Reily married Miss Estelle Weeks, daughter of Capt. James C. and Nannie (Hedrick) Weeks. Her father, a native of Tennessee, and of North Carolina ancestry, was an attorney, a farmer and merchant, served with the rank of colonel in the Confederate Army, and after the war was a steamboat captain for many years, making his home at Monroe, Louisiana. Mrs. Reily is descended from a long line of ancestry whose names were prominent in Colonial history, and who had active part in the affairs of our country during its formative period. Two of them were among the signers of the Mechlinburg Declaration of Independence, while another was General Clark, afterward governor of Georgia.

To Mr. and Mrs. William B. Reily have been born four children: William B., Jr., James Weeks, Ethel and Charlotte Ann. All were liberally educated, graduates of Tulane University, the daughters graduating from Newcomb College of the university.

Mr. Reily's two sons, William B., Jr., and James W., both saw active service in the World war, William B., Jr., as an ensign in the U. S.

Navy, and James W. as a major in the Coast Artillery, serving for a year at the front in France. They are now actively associated with their father in the coffee importing business.

WILLIAM THOMPSON MARFIELD, banker, identified with the Marine Bank & Trust Company of New Orleans since its organization, began his career as a banker at Knoxville, Tennessee, nearly thirty years ago. He was born at Circleville, Ohio, August 30, 1870, and besides the interest and importance attaching to his personal career much can be said of his family relationship.

His first American ancestor was John Marfield, a native of Bradenburg on the lower Rhine. He married Elizabeth Spies, of the same community in Germany. Toward the close of the eighteenth century they came to America, accompanied by their two daughters, and settled at Baltimore. John Marfield was connected with mining interests in the old country. While at Baltimore he became a merchant.

In Baltimore, January 17, 1808, Samuel, the second son of John Marfield, was born. As a youth he served an apprenticeship at the saddlery business. Circumstances made him early dependent upon his own resources, and his initiative and ability enabled him to branch out in business for himself before he reached his majority. He rapidly built up a handsome trade in domestic and imported saddlery at Baltimore, and in 1839 moved to Ohio, locating in Circleville, Pickaway County, where he was in the general hardware business. On January 3, 1833, he married Harriet M. Wright, daughter of Samuel and Sarah Wright. Her father was a Maryland farmer of Welsh extraction.

Samuel Marfield, Jr., third son of Samuel Marfield, was born at Circleville, Ohio, April 20, 1844. Four years after his birth, in 1848, his father established the People's Bank, afterwards known as Marfield's Bank, an institution that continued in operation until May, 1877. Three generations of the Marfield family have, therefore, been identified with banking in the Middle West and South.

Samuel-Marfield, Jr., was liberally educated, attending Kenyon College at Gambier, Ohio, and during the late '60s also had the advantage of several months of foreign travel. From 1866 until 1875 he was in business as a wholesale grocer and produce merchant. In 1875 he assumed editorial direction and general management of the Circleville Union Herald. April 1, 1876, he was appointed postmaster, and to his duties as editor and postmaster he devoted his time and energies until 1885, in which year he removed to Knoxville, Tennessee. In February, 1885, in partnership with Captain William Rule, he established the Knoxville Daily Journal, now the Journal and Tribune, the only republican daily south of the Ohio River. Samuel Marfield, Jr., in December, 1868, married Florence Thompson, daughter of Dr. A. W. Thompson. The Thompsons were of Scotch ancestry, moving to Ohio from the New England states.

William Thompson Marfield until he was about thirteen years of age lived in his native City of Circleville, Ohio, where he attended public schools. Later he attended school at Knoxville and spent two years in the University of Tennessee in that city. He left the university to begin an independent and self-supporting career, and for three years did clerical work. In October, 1893, he entered the City National Bank of Knoxville as runner and general clerk, and two years later was made cashier. He

held this post of responsibility with the Knoxville Bank until the fall of 1910, when he resigned to become treasurer of the Knoxville Water Company. In July, 1911, he was appointed a national bank examiner, assigned to the territory of West Tennessee, Mississippi and Louisiana. The duties of this office, requiring constant travel over the territory described, and bringing him in close touch with banking interests in this section of the South, continued until the establishment of the Marine Bank & Trust Company of New Orleans, which opened for business March 18, 1918. Mr. Marfield then resigned as national bank examiner to become the first cashier of the bank, and since 1920 has been second vice president.

In politics he has always been a republican, but has never sought nor held any public office. He is a member and vestryman of the Christ Church Cathedral of the Episcopal Church of New Orleans, and is a member of the Round Table Club and Southern Yacht Club.

June 18, 1913, at Wayside Plantation, Redfish, Avoyelles Parish, Louisiana, Mr. Marfield married Jeannie Stone Stone. Mrs. Marfield is of the distinguished Stone family of Maryland, and is a great-granddaughter of Bishop Wilmer Murray Stone, who was the third Episcopal Bishop of Maryland, from 1830 until 1838. Her parents were John and Imogene Stone of Clinton, Louisiana. Her father was a member of the Washington Artillery, serving with distinction in his regiment during many battles of the Civil war. After the war he was prominent as a lawyer and judge and attended the Constitutional Convention of 1898. Mrs. Marfield was educated at the Episcopal School for Girls, Columbia Institute at Columbia, Tennessee. Mr. and Mrs. Marfield have one daughter, Jeannie Stone Marfield, born February 27, 1917.

ERNEST T. GEORGE, who has been for somewhat more than fifteen years chairman of the New Orleans Permanent Committee on Arbitration of the Inter-State Cotton Seed Crushers Association, and who is a former vice president of the New Orleans Board of Trade, has gained and maintained secure place as one of the representative business men of the Crescent City, and as such is specially entitled to recognition in this publication.

Ernest Tracy George was born at Bardstown, judicial center of Nelson County, Kentucky, on the 30th of January, 1868, and is a son of William Walker George and Agnes Thornton George, both of whom were born at Versailles, Kentucky. The father became prominently identified with the banking business and was for years and at the time of his death president of the First National Bank of Meridian, Mississippi.

Public and private schools afforded Ernest T. George his youthful education, and he was but fourteen years of age when he gained his first practical experience in a cotton oil mill. That he soon demonstrated exceptional business ability is evident when it is noted that at the age of twenty-one years he was manager of a company engaged in the manufacturing of cottonseed product at Meridian, Mississippi, and at the same time was assistant secretary and treasurer of ten other cotton oil mills in the same state. In 1897 he came to New Orleans and assumed the position of manager of the foreign sales department of the Union Oil Company, a subsidiary of the American Cotton Oil Company, of which he became first vice president in 1900. He severed this important business alliance to organize the Seaboard Refining Company, which has become one of the important industrial and commercial concerns of New Orleans,

he being vice president of the company and chairman of its executive committee. He is a director of the New Orleans & Northeastern Railroad Company, is a trustee of the John Dibert Memorial Tubercular Hospital, and is an elder in the Presbyterian Church on Prytania Street. He was at one time president of the Kentucky Society of Louisiana. While residing at Meridian, Mississippi, Mr. George served as a member of the Board of Education and also as a member of the Board of Trustees of the East Mississippi State Insane Asylum.

February 13, 1888, recorded the marriage of Mr. George and Miss Lula Goldsmith, daughter of Col. Washington L. and Mary Jane (Swift) Goldsmith, of Atlanta, Georgia. The father was a leading manufacturer of commercial fertilizers in Georgia and Mississippi. Mr. and Mrs. George have two children: Agnes is the wife of Harry Hardie, and is a graduate of Newcomb College and they have a son, Thomas Gary Hardie; Woodruff is secretary of the Seaboard Refining Company. He is a graduate of Tulane University. Woodruff George married Miss Mary Clifton Tabb, of Louisville, Kentucky, on the 30th of October, 1913. She is a daughter of Charles S. and Jane (Cary) Tabb, her father a leading forwarding agent in the City of Louisville. Mr. and Mrs. Woodruff George have three children: Jane Cary, Woodruff, Jr., and Charles Tabb. Mr. and Mrs. George are active members of the Presbyterian Church, and he is serving as a deacon in the same church as is his father. Mr. E. T. George is ex-president of the Tulane University Society of Economics, and is a member of the Boston, the Pickwick and the Round Table clubs, and the Audubon Golf Club of his home city.

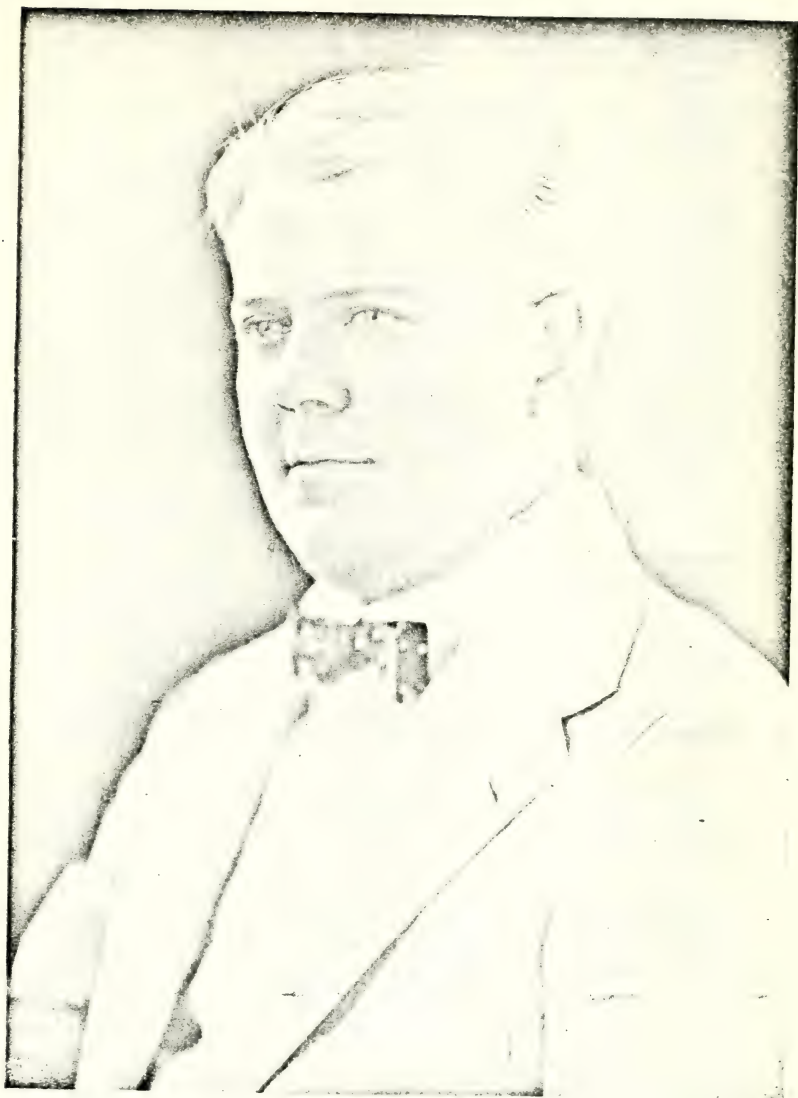
WELTON EVEN MILLSAPS, while he has been identified with a number of business and civic movements in New Orleans, is best known for his long and successful association with the New York Life Insurance Company, of which he is the New Orleans agency director.

Mr. Millsaps was born in Mississippi, October 3, 1876, son of Thomas A. and Amanda (McGowan) Millsaps. His father was a Mississippi planter, and the son grew up at the homestead, finishing his education in Carthage College in that state, and after leaving home was associated for six years with his brother in the dry goods business in Texas. They had their headquarters at Edgewood, but operated several stores in that part of the state.

After this mercantile experience Mr. Millsaps came to New Orleans and entered the service of the New York Life Insurance Company as an agent. He quickly developed the qualities that make for success in this work, and at the end of fourteen months was appointed superintendent of the local agency. After a year he became agency director and for the past nineteen years has held that important post for this corporation at New Orleans.

Some years ago Mr. Millsaps established the Pittsburg Gas Company and the Red Chute Plantation Company, two enterprises at Shreveport, Louisiana. He is also financially interested and a director in the management of the La Valliere Manufacturing Company, making toilet preparations.

November 3, 1917, Mr. Millsaps married Mary Dillard. Her father was the distinguished educator, Dr. James H. Dillard, for many years dean of Tulane University. Mr. Millsaps is a member of the Round Table and Boston clubs.



S. L. Belknap

SAMUEL L. BELKNAP. As one of the greatest industrial, financial and educational centers of the country New Orleans, the port on the Gulf for all of the resources of the South and much of the Mississippi Valley, affords wonderful opportunities for the sagacious and aggressive business men in all lines, and one of the enterprising citizens of this city who has built up a large and exceptionally successful export lumber trade is Samuel L. Belknap, president of the Samuel L. Belknap Lumber & Export Company, Incorporated.

Samuel L. Belknap was born in New Orleans, a son of Edwin Belknap, who is associated with the corporation of the Samuel L. Belknap Lumber & Export Company, Incorporated, as secretary and treasurer. Samuel L. Belknap started in the lumber business in his early youth, and has always continued in it, his progress in this important line indicating that he possesses unusual business ability, enterprise and resourcefulness. In 1919 he founded his present company, with general offices at New Orleans, a buying office at Alexandria, Louisiana, and an additional export office at Pensacola, Florida. His company does a large wholesale business in lumber for the export trade, and also carries on an extensive coastwise trade on the Gulf and the Atlantic, and some exceptionally big contracts are taken for domestic consumption. One of Mr. Belknap's large local contracts for 1921 was for supplying 450,000 feet of small timbers to the Dock Board of New Orleans. His skillfully managed activities bring to his firm many contracts of the above nature, it being his policy to push his business aggressively even in the face of financial depression.

In addition to the general export business Mr. Belknap is president and principal owner of Belknap's Wholesale Lumber Yard, which he established in New Orleans. This business, which is wholesale only, was instituted for the purpose of supplying lumber to the local retail dealers. Affiliated with this wholesale business is the Crescent City Transit Planing Mill, which, as its name implies, is a finishing plant for lumber in transit only.

Mr. Belknap married Pearl Smith of Covington, Louisiana, and they have a son, Samuel L., Jr., now a student of the Gulf Coast Military Academy.

FRANCIS G. CHURCHILL has gained in his native city of New Orleans high reputation and unequivocal success as an architect, and many buildings of the best modern type here stand in evidence of his professional skill and artistic talent.

Francis Gorten Churchill was born in New Orleans on the 12th of February, 1876, and is a son of Cornelius Bradford Churchill and Carrie Ross (Taylor) Churchill, his father having been a mechanical engineer by vocation. After due preliminary discipline Mr. Churchill entered Tulane University, in which he continued his studies until 1896, and in 1897-8 he attended the Cincinnati Academy of Art, in furtherance of his preparation for his chosen profession. In 1898 he manifested his youthful patriotism by enlisting for service in the Spanish-American war. He became a member of Company L, Second Louisiana Volunteer Infantry, and with the same he continued his service until the close of the war, the regiment not having been called to the stage of active conflict. In November, 1898, Mr. Churchill initiated his practical work in connection with architecture. For a time he was employed as a draftsman, and finally

he engaged in independent work as an architect at Shreveport, this state, where he remained two years. He then returned to his native city, where he has since continued in the active practice of his profession. As a member of the firm of Churchill & Lobouisse, he was the architect and supervised the erection of the beautiful church edifice of Loyola University, and many of the attractive modern residences of New Orleans attest his technical skill and his artistic conception of domestic architecture. Mr. Churchill holds membership in the American Institute of Architecture, and is serving in 1921 as president of its chapter in New Orleans. He is a member also of the National Art Club, New York City, and the New Orleans Artistic Association. In his home city he is a member also of the Round Table Club, the Audubon Club and the Golf Club. He is a communicant of Trinity Church, Protestant Episcopal. Mr. Churchill takes deep interest in the history of New Orleans, even as he does in all that touches its civic and material welfare and advancement. In 1916 he published a most attractive series of pen drawings of old New Orleans, and this volume is a valuable contribution to the perpetuating of the interesting history and material landmarks of the fine old regime that set New Orleans as a city of remarkable individuality and as one unique among American cities.

HENRY L. HAMMETT is a native of New Orleans, a lawyer and notary public.

Mr. Hammett was born at New Orleans on July 19, 1895, the son of Joseph Henry and Bernadine (Imholte) Hammett. His father was a native Virginian and a New Orleans merchant. The son was liberally educated, securing his A. B. degree from Loyola University in 1914, and graduating from Tulane University Law School in 1917.

Mr. Hammett is a member of the Louisiana Bar Association, the American Bar Association and is a member among other organizations of the Round Table, Stratford, Kiwanis, Elks, and Southern Yacht clubs. He is the head of Bienville Assembly, Fourth Degree, of the Knights of Columbus; president of the Central Council of Social Agencies of New Orleans; vice president of the Legal Aid Society of Louisiana and grand editor of the Pi Kappa Alpha Fraternity.

FRANK L. LEVY has long been the representative in New Orleans of the great Equitable Life Assurance Society, and has gained place as one of the most successful and influential insurance underwriters in the State of Louisiana.

In the year 1863, when New Orleans was the center of much activity in connection with the progress of the Civil war, S. L. Levy and his family, together with several other prominent New Orleans families, left the city and found refuge at La Grange, Georgia, where, on the 21st of October of that year was born his son Frank La Grange Levy, to whom the second personal name was given in honor of the place of his nativity. S. L. Levy had become prominently engaged in the wholesale importing and exporting business in New Orleans as a member of the firm of S. L. & E. L. Levy, in which his coadjutor was his brother. Both families were active and influential in the representative social life of New Orleans, and Mrs. S. L. Levy was specially known for her beauty, intellectuality and gracious personality. The American progenitors of the Levy family came from Woolwich, England, and settled in South Carolina in 1780. Lyon

Levy, father of S. L. Levy, was treasurer of the State of South Carolina from 1817 to 1822. The maiden name of Mrs. Levy was Ellen Alice Moise, and she was a member of a distinguished family of prominence in South Carolina, at Charleston and Sumter, from the time the first representatives of the name there settled upon coming from the West Indies.

After the close of the Civil war S. L. Levy returned with his family to New Orleans, his fortune having been sacrificed through the ravages and devastation incidental to the war. Under these depressing conditions he decided to try to re-establish himself by removing to Winchester, Virginia, but he found that at his age he could not retrieve his fortune under the chaotic conditions that were the aftermath of the great struggle between the states of the North and the South, and he accordingly removed with his family to the City of Baltimore, Maryland. There the son, Frank L., attended school until he had attained to the age of fifteen years, when he found employment at the Baltimore offices of the celebrated Bradstreet Commercial Agency. Later he took a position in the Marine Bank of Baltimore, and after having been associated with this institution several years he decided to try his fortune in New Orleans, the fair old city in which his honored father had achieved success and prestige. He arrived in this city a few days after his twenty-first birthday anniversary, in 1884, and here he again became associated with the Bradstreet Commercial Agency. In April, 1886, was here solemnized his marriage with his cousin, a daughter of the late Lionel C. Levy, and in July of the same year he entered the service of the Equitable Life Assurance Society, A. A. Woods having at the time been in charge of the general agency at New Orleans. In short order Mr. Levy so demonstrated his exceptional initiative and executive ability that he became a member of the firm of Krumhaar & Company, later a member of the firm of Wisdom & Levy and finally initiated independent business, all of this time as a representative of the Equitable Life, in the interests of which he has developed a large and substantial business in the territory under his jurisdiction.

Aside from his business Mr. Levy's interests are centered in his home, the relations of which are in every way ideal. He is of a retiring nature, cares naught for public notoriety or plaudits, but his civic loyalty is of the highest type and his fine mentality finds expression in characteristically benignant and unostentatious ways. He is an excellent art critic and a lover of all of the refining mediums of art expression that represent the higher ideals of life. He has been a member of several organizations that have been influential in maintaining the prestige of the great Mardi Gras Carnivals of New Orleans, is a member of the executive committee of the New Orleans Association of Commerce, is a director of the Hibernia Bank & Trust Company, and is a popular member of the Round Table, the Chess and the Country clubs. He was the organizer of the Louisiana Life Underwriters Association, and served a number years as president of the same. The maiden name of his wife was Louisa Moise Levy, and she is the gracious and popular chatelaine of the beautiful family home, which is known for its refined hospitality and is the center of representative social activity. Mr. and Mrs. Levy have five children: Louisa (wife of Robert Jocelyn Crawley, of New Orleans), Frank L., Jr., Mary Virginia, Isabelle and Lita Saunders.

MAJ. ROLAND BOATNER HOWELL. For more than forty-five years the name Howell has been accumulating distinctions and honors in the

legal profession and public life of Louisiana. Thibodaux is the home of Judge W. E. Howell, a former judge of the district bench. One of his active associates and representatives of the firm in New Orleans is his son, Major Howell, who in addition to his work as a lawyer has an interesting record of service as an army officer during the great war.

Judge W. E. Howell by accident of birth is a native of California, where his father, Judge John Howell, was a district judge prior to the Civil war, but was four years of age when his parents removed to Louisiana, and this state has been his home ever since. After several years of service as a judge of the District Court he resigned to re-enter private practice, and is still performing his duties as head of one of the busy law firms of the state. Judge Howell married Florence Perkins.

Their son, Roland Boatner Howell, was born at Napoleonville, Louisiana, in 1892. He was educated in private schools at Thibodaux, is a graduate of the Dixon Academy at Covington, Louisiana, and he had all the opportunities afforded by college and university. He graduated A. B. in 1912 from the University of Louisiana, and received his law degree from the same institution in 1915. He was admitted to the bar in 1915, and began practice in Thibodaux, Louisiana, where he continued to practice until he went into the service on May 8, 1917. After returning from the army he moved to New Orleans to conduct the New Orleans office of the firm of Howell, Wortham & Howell.

America had hardly completed the formalities of declaring war against Germany when Mr. Howell left his professional business at Thibodaux and responded to a request made by the late Theodore Roosevelt to raise a battalion of South Louisianans for the proposed division Colonel Roosevelt was planning to take to France. He recruited his battalion in the Parishes of Lafourche, Terrebonne and Assumption. With the failure of the Roosevelt plan Major Howell turned the greater portion of his recruits to the Washington Artillery at New Orleans. He immediately offered his services to the governor of the state in the Louisiana National Guard, but in May, 1917, he entered the first Officers' Training Camp at Fort Logan H. Roots, Little Rock, Arkansas, and at the end of the period of training was commissioned a captain. He was then assigned as instructor of infantry in the Second Officers Training Camp at Leon Springs, Texas, Camp Stanley, and his work as an instructor of infantry continued until December, 1918, first at Camp Stanley, then at Camp Beauregard, and finally in the Infantry Officers Training School at Camp Pike, Arkansas. At Camp Pike he was commissioned a major and was made senior instructor in training the officers.

After nearly two years in the army service Major Howell returned to Louisiana and resumed his law practice at Thibodaux. In May, 1919, he removed to New Orleans, where he represents the law firm of Howell, Wortham & Howell. This firm, which enjoys an extensive general practice in all the courts, has offices at New Orleans, Thibodaux, Napoleonville and Donaldsonville. The senior member is Judge Howell of Thibodaux, while the second partner is Judge C. T. Wortham of Napoleonville.

Major Howell is assistant city attorney of New Orleans. He is a member of the Stratford Club, New Orleans Country Club, Southern Yacht Club and Chess, Checkers and Whist Club.

Major Howell has taken an active part in the American Legion since its inception. He is a member of the Thomas A. Gragard Post of New Orleans and is also commander of his post. The Gragard Post is the

second largest in Louisiana. Major Howell has been a delegate to every state convention of the Legion, and was a national delegate to the big National American Legion Convention at Kansas City in 1921. At this convention he made the speech inviting the convention to New Orleans in 1922. New Orleans got the convention by the narrow majority of four votes. Major Howell is one of the national speakers of the American Legion, and is repeatedly called upon to deliver addresses throughout the state.

Major Howell while at the University of Louisiana took part in every branch of athletics. He played on the varsity football, baseball and basket ball teams. He was selected as All-Southern in all three sports. Upon graduating from the university and prior to his law course he played baseball for three summers. He was a member of the St. Louis National League, Chattanooga Southern League and Brooklyn National League baseball teams. When he graduated in law he immediately ceased his baseball career and entered the practice of law.

SINCLAIR E. ALLISON is one of the prominent representatives of the insurance business in the City of New Orleans, where he holds the office of actuary of the Pan American Life Insurance Company.

Sinclair Edward Allison was born at Fort Perry, Province of Ontario, Canada, on the 13th of May, 1883, and is a son of Stephen Edward Allison and Margaret Kirkland (Sinclair) Allison, the father having devoted the greater part of his active career to the retail drug business. He whose name initiates this review was afforded the advantages of the public schools, including the high school, and also studied under the preceptorship of a private tutor. He came to New Orleans as actuary for the Pan American Life Insurance Company, after having gained broad experience in connection with the insurance business, and from 1912 to 1917 he was an insurance actuary in the State of Rhode Island, whence he came to New Orleans in the latter year. He is a fellow of the American Institute of Actuaries, and an associate in the Actuarial Society of America, besides which he holds membership in the American Statistical Association. He is affiliated with the Masonic fraternity and holds membership in representative clubs in his home city, including the Round Table Club, the Audubon Golf Club and other organizations, his chief diversion being found through the medium of golf and fishing.

September 6, 1911, recorded the marriage of Mr. Allison and Miss Georgia Seidensticker, of Meriden, Connecticut.

LOUIS SIMON BUSSIÈRE DE POUILLY ROUEN. A native and life-long resident of New Orleans, Mr. Rouen is distinguished for his many associations with the artistic affairs of this city, and is a man of pronounced scholarly interests, officially connected with a number of the oldest institutions of culture in the city.

He was born at New Orleans, June 15, 1861. His father, Simon Rouen, was born in the Département of Aisne, France, in 1809, was liberally educated, and as a young man came to New Orleans and devoted his mature career to the cause of education. He was a private tutor, was principal of the Boys High School of New Orleans in the '40s, in 1855 founded Audubon College, but sold that property four years later on account of ill health. After the Civil war he resumed his vocation and was connected with some of the prominent schools of New Orleans. He

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was a great teacher, influenced the minds and character of the youth of New Orleans for forty years, and was greatly beloved by his former pupils. He died in 1887, at the advanced age of seventy-eight.

He married Lucienne de Pouilly, who was born at Paris, France, and she came to New Orleans as a child with her parents, Jacques Nicholas Bussière and Laurence (Drigny) de Pouilly. Her father, a graduate of the Paris School of Architecture, was architect of the famous St. Louis Hotel Building at New Orleans, and the older architecture of the city was permanently impressed by his eminent abilities and high ideals.

Louis Simon Bussière Rouen is one of two children, his sister being Mrs. Laurence Moret. He was reared and educated in his native city and was trained for the profession of a notary public. He received his commission in 1883, but in addition to his public duties has also obeyed the impulse to creative art, and his talents have been expressed both through drawing and design and in music. For a number of years he was a musical critic for the New Orleans Bee. For his attainments he was decorated in 1903 with the "Palme Académiques." Subsequently he was made "Officier d'Instruction Publique." Mr. Rouen was life secretary of l'Athénée Louisianais, and was elected president at the death of Alcee Fortier. He is vice president of the Louisiana State Historical Society, and a member of the New Orleans Art Association, the Round Table Club and of many other learned and artistic organizations.

In 1885 he married Miss Aline Soria. Their three children are Mrs. Emile Caboche, Guy de Pouilly Rouen and Marie Rouen.

THOMAS M. MILLER, former attorney general of the State of Mississippi, was engaged in the practice of law for more than half a century and was one of the venerable and representative members of the bar of the City of New Orleans. He was actively engaged in practice up to the day of his death, August 31, 1920, as the senior partner of the firm of Miller, Miller & Fletcher, which controlled a large and important law business.

Thomas Marshall Miller was born at Port Gibson, Claiborne County, Mississippi, on the 19th of January, 1847, and was a son of William T. and Emily (VanDorn) Miller. In his youth he was afforded the advantages of Elliott's Academy and other excellent private schools in his native state, and he continued his studies under the direction of private tutors while sojourning in France. Thereafter he completed an eclectic course in the historic old University of Virginia, and in the law department of this institution he was graduated as a member of the class of 1869. In November of the same year he was admitted to the Mississippi bar, and with the passing years, while engaged in practice in the City of Vicksburg, he gained rank as one of the leading lawyers of his native commonwealth. He served as attorney general of Mississippi from 1886 to 1893, in which latter year he resigned the office and came with his family to New Orleans, where he subsequently continued the work of his profession, with precedence as a veritable Nestor of the bar of the Crescent City. In the long years of his successful professional service General Miller was identified with much important litigation in the various courts of both Mississippi and Louisiana, including the Supreme Court of each of these commonwealths and also their Federal Courts, besides which he was admitted to practice before the Supreme Court of the United States. A man of fine intellectual and professional ability,



Ben W. Goulah

loyal and public-spirited as a citizen, firm in his devotion to the higher ideals of life, he had much of leadership in popular sentiment and action and an inviolable place in the confidence and esteem of his fellow men in all walks of life. The general was a stalwart in the camp of the democratic party, was prominent in its councils and campaign activities, but did not countenance the monetary plank adopted by the party of 1896, during which year he supported the gold-democratic division of the party and was a delegate to its national convention of that year, when Gen. John M. Palmer, of Springfield, Illinois, was made its presidential nominee.

On the 11th of April, 1871, was solemnized the marriage of General Miller and Miss Letitia Dabney, of Jackson, Mississippi, and they had four sons and one daughter. The son, John D., was associated with his father in the practice of law as a member of the firm of Miller, Miller & Fletcher, with offices in the Wells Building.

GEORGE W. BOUTCHER. Though he claims the old Keystone State of the Union as the place of his nativity, Mr. Boutcher was a child at the time of the family removal to New Orleans where he was reared to manhood and where he has become an influential and representative business man, as president of the Delgado Company, one of the important concerns of the Louisiana metropolis.

George Wilkinson Boutcher was born in the City of Philadelphia, Pennsylvania, on the 4th of January, 1854, and after the family home was established in New Orleans he was afforded the advantages of the public schools and also of a local business college. At the age of fourteen years he assumed the dignified office and prerogatives of office boy in the employ of the Delgado Company, and no further evidence of his ability and effective service can be given than the statement that, step by step, he won advancement and increasing executive influence and became president of this representative corporation, an office of which he is the present incumbent.

Mr. Boutcher as a broad gauged and progressive citizen of high civic ideals has always been ready to lend the force of his influence, as well as of active co-operation, in the furtherance of measures tending to safeguard and advance the well being of his home city. He was secretary of the Fourteenth Ward Young Men's Democratic Association during a strenuous period in New Orleans history, when efforts were being put forth to clarify and improve municipal government and general civic conditions. In this connection he served three days and nights as an inspector at one of the city's polling booths.

Mr. Boutcher is a member of the Pickwick Club, the Chess, Checkers and Whist Club, the New Orleans Country Club, the Southern Yacht Club, the Fine Arts Club and other representative organizations of his home city, where also he is a member of the Benevolent and Protective Order of Elks.

CHARLES E. FENNER is a member of the Louisiana bar and made an excellent record in the practice of his profession in his native city, but is now giving his attention primarily to the commission trade, of which he is a prominent and influential representative in New Orleans.

Charles Erasmus Fenner was born in New Orleans on the 4th of September, 1876, and is a son of Dr. Darwin P. Fenner, long a promi-

nent and honored physician and surgeon of the Crescent City. Mr. Fenner gained his early education largely under the instruction of private tutors, and in 1896 was graduated in Tulane University, with the degree of Bachelor of Arts. In 1898 he was a student in the law department of the historic old University of Virginia, and in the following year he was graduated in the law school of his alma mater, Tulane University. After thus receiving his degree of Bachelor of Laws he engaged in the practice of his profession in his native city as a member of the law firm of Fenner, Henry & Riviere, with which he continued his alliance two years. Since 1903 he has been actively identified with the cotton commission business, and he is an active member of the New Orleans Cotton Exchange, of which he is a director. In initiating his association with the commission business Mr. Fenner became a member of the firm of Fenner & Solari. Later the firm of Wilkins & Fenner was formed, and he is now senior member of the firm of Fenner & Beane, one of the largest private wire systems in the South. Mr. Fenner takes loyal interest in all that touches the welfare of his home city, is a member of the Board of Trustees of the Howard Memorial Library, and was active in the advancing of the various patriotic causes in New Orleans during the period of American participation in the great World war.

November 19, 1901, recorded the marriage of Mr. Fenner and Miss Virginia Schriever, of New Orleans, and they have three children: Virginia, Darwin and Laura.

JOHN DYMOND, JR. While he has followed within very strict lines the routine of his profession as a lawyer, John Dymond, Jr., has from time to time accepted responsibilities of a public nature, but almost altogether those unremunerative positions which, nevertheless, offer an opportunity for broad and constructive public service.

He is a son of John and Nancy Elizabeth (Cassidy) Dymond. The career of his distinguished father, a national and international figure in the sugar industry for years, is briefly sketched elsewhere. John Dymond, Jr., was born at New York City, July 24, 1867, and he has lived in New Orleans practically since he was ten years of age. In 1888 he graduated A. B. from Tulane University, and received his law degree from the same school in 1890. He has been a practicing lawyer of the New Orleans bar for thirty years, and in that time has handled a great variety of important interests.

For two years he served as attorney for the Louisiana Oyster Commission, and has long been recognized as an authority on the oyster industry of the Gulf Coast and is author of "The Oyster in Louisiana," a scientific and economic treatise found in many libraries. He served two years as president of the Police Jury of Plaquemines Parish, and in 1920 was elected to represent that parish in the State Legislature. Under the Constitution of Louisiana, adopted in 1921, there is provided a Legislative Bureau composed of one member of the House of Representatives, one member of the Senate, and the attorney general of the state, which bureau is required to pass upon the legality of every proposed law before its final enactment. Mr. Dymond was unanimously chosen by the House of Representatives as its member on said bureau.

Mr. Dymond is a man of literary gifts and tastes and for years has been one of the leading alumni of Tulane. He organized the Alumni Association in 1898. He was also responsible for the institution of the

well known "Tulane Night," for many years an annual and social theatrical event. He is a member of the Board of Trustees of the Educational Fund of Tulane University. Mr. Dymond is president of the Delta Duck Club.

November 16, 1893, he married Nita A. Shakespeare, whose father, Joseph A. Shakespeare, was twice mayor of New Orleans.

JOHN J. McCLOSKEY has proved in successful achievement the consistency of his choice of vocation, and in New Orleans he has gained place as one of the representative members of the bar of his native city and state. In the practice of law is associated with Perry S. Benedict and Bernard McCloskey, under the firm name of McCloskey & Benedict, and he is known as a resourceful trial lawyer and as a counsellor of broad and accurate legal knowledge and mature judgment.

John Joseph McCloskey was born in New Orleans on the 18th of March, 1879, and is a son of Richard and Catherine (Finley) McCloskey, his father having long been engaged in the insurance business in this city. Mr. McCloskey was given the advantages of the excellent public schools of his native city, including the Boys High School, and in 1901 he was graduated in the historic old University of Virginia at Charlottesville. He then completed a course in the law department of Tulane University, in which he was graduated as a member of the class of 1902, his reception of the degree of Bachelor of Laws being virtually coincident with his admission to the Louisiana bar. He forthwith established himself in practice in New Orleans, and he continued an independent professional business until January, 1919, when he became the junior member of the present representative law firm of McCloskey & Benedict, which controls a large and important practice. Mr. McCloskey is a member of the Louisiana Bar Association, the New Orleans Association of Commerce, the local Chess, Checker and Whist Club, the Round Table Club, the Southern Yacht Club, the Young Men's Gymnastic Club, and the Phi Delta Phi and the Chi Phi college fraternities.

On the 30th of July, 1906, was solemnized the marriage of Mr. McCloskey and Miss Florence Galbreath, of Jackson, Mississippi, and they have two sons, Bernard Joseph, and John Galbreath.

S. WALTER STERN is a popular representative of a family whose name has been long and prominently associated with business and civic affairs in the City of New Orleans, where, as president of Lehman, Stern & Company, Ltd., he is an influential figure in the cotton industry in his native state. Mr. Stern was born in New Orleans, on the 5th day of March, 1884, and that he received the best of educational advantages needs no further voucher than the statement that in 1905 he received from Tulane University the degree of Bachelor of Arts, and in the following year, after an effective post-graduate course, received a similar degree from historic old Harvard University. He has been associated from his youth with the corporation of which he is now president, his connection with the concern having covered the various departments and having given him fortifying knowledge of the cotton industry even before he had completed his higher education. From 1909 to 1913, inclusive, he was a member of the Board of Managers of the Turo-Shakespeare Alms House, and while he has had no ambition for public office or special political activity, he has always manifested most loyal interest in the

wellbeing of his native city and has given ready support to measures and enterprising tending to advance the civic and material prosperity of New Orleans. Mr. Stern is actively identified with the Louisiana Historical Society and the Tulane Society of Economics, and among the prominent social organizations with which he is affiliated are the Round Table Club and the New Orleans Country Club.

EDGAR B. STERN is consistently to be designated as one of the most vital and progressive business men of the younger generation of his native city, where he is treasurer of the corporation of Lehman, Stern & Company, Limited, a representative concern in the cotton business at New Orleans. He has also been a director of the New Orleans Cotton Exchange and a valued member of the New Orleans Association of Commerce, of which he served as president in 1915. Mr. Stern takes deep interest in all that touches the welfare and advancement of his home city, and his influence in community affairs has extended in many directions. In 1912 he was appointed a member of the school board of New Orleans, in 1913 he became an administrator of the Charity Hospital, and has also been a commissioner of Audubon Park, while 1917 marked his appointment to the Board of Commissioners of the New Orleans Public Belt Railroad. Through nomination by membership banks of class B he was elected a director of the Federal Reserve Bank of Atlanta, and by the United States Federal Reserve Board he was appointed class C director of the New Orleans branch of the Federal Reserve Bank. He was a director of the Bureau of Personnel of the Gulf Division of the American Red Cross, was a captain in the Ordnance Department of the U. S. Army, and in this and through other mediums did much to further the success of patriotic causes and activities in connection with the nation's participation in the World war.

Edgar Bloom Stern was born in New Orleans on the 23d of January, 1886, and his preliminary education was obtained in the public schools. Thereafter he continued his studies in Tulane University, and finally completed his academic education by receiving the degrees of A. B. and A. M. from Harvard University. He is identified with representative civic and social organizations in his native city, including the New Orleans Country Club, the West End Country Club, the Audubon Golf Club, the Young Men's Gymnastic Club, the Round Table Club and the Civitan Club.

Mr. Stern married in 1921 Edith, daughter of Mr. and Mrs. Julius Rosenwald of Chicago.

MRS. STELLA (EVANS) FARWELL, chairman of the women's division of the Southern Protective Tariff League, is not only a student of economics who has qualified herself to speak and act on industrial and business subjects, but one of the leaders among the progressive thinkers of her sex at New Orleans. She is a native of Shelbyville, Tennessee, and a daughter of Dr. Robert Frank and Mary (Caldwell) Evans, the former born in Caroline County, Virginia.

The Evans family originated in Wales, whence came Robert Evans, the great-grandfather of Mrs. Farwell, who settled in Virginia, became a planter and there passed the rest of his life. His son, David Stearns Evans, was born in Virginia, from which state he removed in young manhood to Shelbyville, Tennessee, and from 1832 until his death was

engaged in agricultural pursuits in that locality. He married Edith Boulware, also of Virginia, who died in Tennessee. The grandparents were evidently people of means, as they gave their children excellent educational advantages, in fact, the best obtainable of the times. Robert Frank Evans, the father of Mrs. Farwell, prepared for college under private tuition and then entered the University of Pennsylvania, being graduated from the medical department of that institution in 1857. He began practice at Shelbyville, but shortly thereafter started for California, making his way overland to the Mississippi River and then traveling down the river to New Orleans, where he took passage for Panama, crossed the Isthmus, and then boarded ship for Honolulu, whence he went to San Francisco. Subsequently he returned to Shelbyville and resumed practice, in which he continued to be engaged until his death, November 29, 1893. Doctor Evans was not only a leader in professional circles, but was prominent in Masonry. He was made a Mason at Shelbyville in 1854, and in 1859 joined the Nashville Commandery. He married Mary Caldwell, who was born at Shelbyville, Tennessee, a daughter of John Campbell and Jane (Northcote) Caldwell, natives of Tennessee and North Carolina, respectively. John Campbell was a relative of John C. Calhoun, and Jane Northcote was a descendant of Oliver Cromwell's mother. John Campbell Caldwell was sergeant of a company of Tennessee Militia during the War of 1812, and participated in the Battle of New Orleans under General Jackson. Mrs. Farwell's mother died April 23, 1907. She had been first married to Jacob Fite, and by that union had one son, Campbell Caldwell Fite, and one daughter, Junie Nixon Fite.

Mrs. Farwell's early education was secured under a private tutor, following which she attended Ward's Private Seminary at Nashville, Tennessee, and later a private school in New Orleans. She was first married in 1890 to Henry Gardner Franch, of Boston, Massachusetts, who died in 1892. In 1901 she was united in marriage with Charles Alphonzo Farwell, who was born in November, 1860, at New Orleans, a son of Charles Alphonzo and Martha (Blair) Farwell, grandson of Henry and Margaret (Potter) Farwell, great-grandson of Josiah and Lydia (Farnsworth) Farwell, great-great-grandson of Isaac and Sarah Farwell, great-great-great-grandson of Henry and Susanna (Richardson) Farwell, great-great-great-great-grandson of Joseph and Hannah (Leonard) Farwell, and great-great-great-great-great-grandson of Henry and Olive (Spaulding) Farwell, the founders of the Farwell family in America. To Mr. and Mrs. Farwell there were born two sons: Charles A., Jr., and Frank Evans.

Part of the boyhood of Charles Alphonzo Farwell was spent on his father's old home at Rockland, Maine, where he acquired his early education, following which he returned to New Orleans and completed his training under private tuition. As a young man he became associated with his uncle, Richard Milliken, in the management of the latter's large plantation, and subsequently entered the office of his uncle. After his admission to partnership the business became Milliken & Farwell, and this grew to be one of the leading factors in the sugar producing and selling industry of the South. As the years passed and his abilities ripened and developed Mr. Farwell assumed responsibilities that could have been cared for only by a mind of unusual strength. He was president of the American Protective Tariff League, the Stanton Planting and Manufacturing Company, the Westover Sugar Company, the Elsinor Planting



Charles A Farwell

Company and the Oakley Sugar Company, vice president of the Honduras Sugar and Distilling Company, and a director in the Whitney Trust and Savings Bank, the Mortgage Securities Company and the Shadyside Company.

Few men have accomplished more in the protection of American industries than did Mr. Farwell. His thorough and comprehensive knowledge of tariff laws in their identification with the sugar industry qualified him for assuming the responsibility of preserving the integrity of this notably important Louisiana product, and when the American Cane Growers' Association was organized in 1896, he was elected its president. This organization he subsequently affiliated with the American Beet Sugar Association, and within a month visited Washington, supported by a committee of staunch adherents of the protective policy on sugar. Although the difficulties placed in their way and the obstacles which they were called upon to surmount would have discouraged men less earnest and zealous in the cause, Mr. Farwell and his associates accomplished what they had sought, and their influence proved a big factor in securing the introduction of the famous Dingley Bill into Congress, and were later gratified to see its passage and the securing of the signature of President McKinley. Mr. Farwell never lost interest in the cause which he had so ably championed, and at the time of his demise was president of the American Protective Tariff League. He was likewise a member of the Louisiana Sugar and Rice Exchange, the New Orleans Board of Trade and the firm of Milliken & Farwell, honorary member of the New Orleans Cotton Exchange.

While Mr. Farwell's vast business interests and notable achievements in industrial and commercial circles brought him into public notice, there was another side to his character that, while not perhaps as well known, served to make doubly valuable his citizenship. Endowed by nature with a true Christian charity, his benefactions were innumerable and unostentatious. As a friend and benefactor of the Charity Hospital he devoted much of his time during his later years to the management of that institution, of which he was a member of the Board of Directors, and largely through his interest therein his aunt, Mrs. Deborah Milliken, contributed several thousand dollars for the erection of the Milliken Memorial Building of Charity Hospital, which augmented its facilities in marked degree.

In a recent biography of Mr. Farwell it was stated: "A mind of unusual brilliancy, an idealistic spirit and an executive skill that proceeded with uninterrupted assurance to the accomplishment of the designed ends easily appointed the late Charles A. Farwell a leader of the more difficult and hazardous combats that develop in the growth of a community populated by so widely diverse nationalities and actuated by such conflicting aims as are characteristic of New Orleans. His contribution to the commercial strength of the city was notable." This, again, was his business side, but he was primarily a man of culture, who found his chief pleasure as well as his relaxation in the pursuit of knowledge and in the collection of rare articles. His social prominence and that of his family brought him into the circle of the most refined society, and his connections were numerous, including the Boston, New Orleans Press and Carnival Clubs, various Masonic organizations, which he served in important capacities, and a number of scientific societies, including the Luther Burbank Society, of which he was a life member. He was also an ex-king of the Carnival. Mr. Farwell's native wit and human under-

standing were among his valuable assets, for, without design or effort, he made friends and kept them. He had a respect for himself that held him above the petty differences that active commercial intercourse is so apt to breed, and the respect that he unconsciously engendered in his acquaintances added greatly to his influence. Devoted to his home and family, loyal to his many friends, his death was greatly deplored, for such men as he can ill be spared. The work he had done and was doing, the example of true worth which he set, marked him as the possessor of extraordinary qualities. His death occurred May 17, 1917.

JAMES W. SMITHER is the state manager in Louisiana for the Union Central Life Insurance Company of Cincinnati, Ohio, and under his resourceful and vigorous regime a large and substantial business has been developed for this representative company in the state, with headquarters in the City of New Orleans.

James William Smither was born in the City of Memphis, Tennessee, on the 26th of June, 1878, and is a son of Charles G. and Georgia (Tate) Smither, his father having been for forty years a steamboat captain in connection with navigation activities on the Mississippi River. The public schools of Memphis afforded Mr. Smither his early education, and prior to identifying himself with the insurance business he was for ten years a traveling commercial salesman. In March, 1905, he became an agent for the Prudential Life Insurance Company of Newark, New Jersey, in Memphis, and he was general agent of this company in the City of Nashville, Tennessee, from 1907 until 1913, in which latter year he came to New Orleans, where he has since been state manager for the Union Central Life Insurance Company. Mr. Smither holds membership in the Boston Club, Pickwick Club, New Orleans Country Club, Audubon Golf Club and Southern Yacht Club. He is a scion of a family that was founded in America in the Colonial period of our national history, and by reason of the fact that one or more of his ancestors participated in the war of the Revolution he is a member of the Society of the Sons of the American Revolution. His father also served four years under Gen. N. B. Forrest in the Confederate army.

January 30, 1907, recorded the marriage of Mr. Smither and Miss Louise Person, of Memphis, Tennessee, and they have three fine sons: James William, Jr., Richard Person and Charles Gabriel.

ANTHONY PHILIP SAUER has had a wide and diversified experience in the cotton industry. For many years he was prominent in the manufacture of cotton seed products, and in late years, president of one of the leading cotton seed oil refineries, situated in New Orleans, Louisiana.

Mr. Sauer's father, Anthony, Sr., has born at Frankfort-On-The-Main in Germany, and after a university training came in early life to this country. He was a merchant and land owner on a large scale, bought extensive tracts of land in the far West, and died at the age of sixty, after seeing a remote and isolated river town, now Kansas City, Missouri, much of which he owned, spring up into a great city. He had four sons and one daughter.

Anthony Philip Sauer acquired his early education in New York City and St. Louis, Missouri, and as a very young man entered the employ of the late Col. Ed. Richardson, known as the Cotton Planters King of the United States, and remained with him until Colonel Richardson's

death. He was associated with the Southern Cotton Oil Company, and in charge of this company's interests in Louisiana and Texas for about ten years.

In 1902 Mr. Sauer and others organized the Seaboard Refining Company, Ltd., of which he has since been president. This company has a large plant at New Orleans, Louisiana, and has helped to make this city an important center for the manufacture of cotton seed products. Mr. Sauer has a wife and daughter; is a churchman, and a member of the New Orleans Country Club, Boston Club, Pickwick Club, Southern Yacht Club and Round Table Club, all of New Orleans, Louisiana, and the South Shore Country Club of Chicago, Illinois.

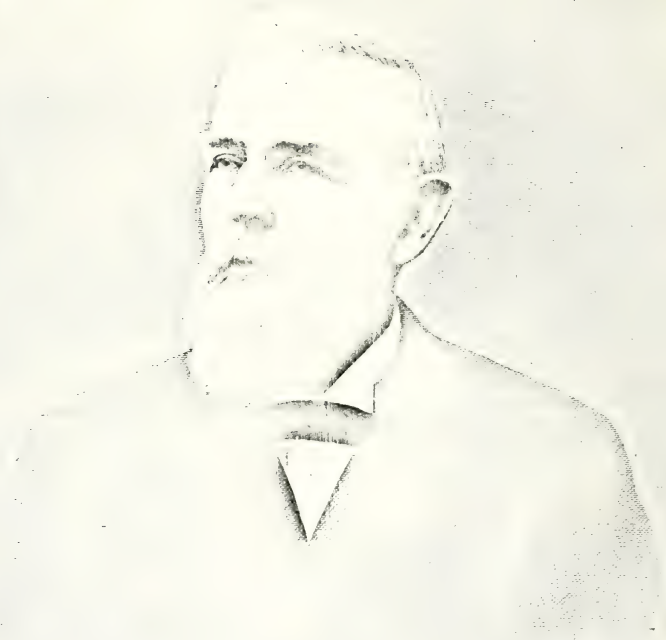
HON. DAVID W. PIPES, who was a loyal soldier of the Confederacy, and in all the subsequent years has served with similar loyalty and fidelity the general welfare of his home State of Louisiana, was born in the Parish of East Feliciana in February, 1845. He received excellent educational advantages, and was attending Oakland College of Rodney, Mississippi, when war was declared between the states. Returning to his home near Clinton, Louisiana, he managed his father's plantation during the years 1861-62. At the close of 1862 he joined the Fourth Company of the Washington Artillery in the Army of Northern Virginia, served with this company to the end of the Civil war, taking part in every engagement in which his honored command participated, and he is now a veteran member of this famous organization.

Returning to his home after the Civil war, he engaged in farming, and the plantation industry has been his chief business interest ever since. He supplemented his farm work by managing the Clinton and Port Hudson Railroad, of which he was half owner, conducting it several years very successfully, until the road was sold to the Yazoo and Mississippi Valley Railroad Company.

Mr. Pipes was president of the Bank of Clinton when the bank was organized; president of the Southern Grocery Company of Monroe, Louisiana; president of the Caddo Mineral Land Company; vice president of the Citizens Bank and Trust Company of New Orleans; and now president and general manager of the Moorehouse Planting Company in Moorehouse Parish.

His record of public service began in 1888 with his election to the State Legislature, representing the anti-lottery sentiment of his parish. In the great struggle which eliminated the lottery from the state he took an active part and rejoiced when the victory was won. In 1892 he was elected to the State Senate. In 1898 he was elected to the Constitutional Convention, and in the same year was elected without opposition to the legislature. Of his services as a member of the Convention of 1898 the following tribute is one as true today as when it was written: "His rugged honesty was a barrier to all tricky ordinances, and his good judgment and able financial ability, united with practical ideas, has left a stamp on all of his political work."

Notwithstanding the depression which has prevailed along agricultural lines for the past few years Mr. Pipes is one of the few farmers who has successfully farmed. In all of his varied occupations his character for probity has remained unsullied, even in the bitterness and acrimony of fierce political contest no breath of suspicion has ever attached to his deeds or motives, and this he considers the greatest achievement in his life.



D. W. L. Jones

WILLIAM B. BLOOMFIELD was a mere youth when he initiated his independent career, and it has been entirely through his own energy, resourcefulness, progressiveness and reliability that he has gained a position of prominence and leadership in the commercial phases of the sugar, molasses and rice industries of Louisiana, he being one of the extensive dealers in these commodities in the City of New Orleans. His birth occurred here on the 11th of December, 1857, and his attendance in the public schools of his native city continued until he was thirteen years of age. He was about twenty-five years old when, in 1882, he began directing his modest business affairs in an independent way, and his entire career has been marked by individual enterprise rather than partnership or other alliances. He has developed a large and prosperous business as a dealer in sugar, molasses and rice. He is a broad-gauged business man and public-spirited citizen, and takes deep and loyal interest in all that concerns the welfare and advancement of his native city and state. It is specially worthy of record that he was president of the commercial organization which conducted the spirited campaign that resulted in the payment of several millions of dollars by the United States Government to Louisiana sugar producers as a consistent compensation after the repeal of the sugar-bounty law. Mr. Bloomfield was also president of the Municipal Improvement Association, which first conducted an active campaign for the city to own the water, sewerage, public belt railroad and other utilities, and was a leading factor in the city owning these systems. The association was untiring in its efforts in preventing the recognition of the franchise for a sewerage system to be owned and operated by private interest.

He was one of the originators that the City of New Orleans should own its own Public Belt Railroad System, and has been actively identified with the system since its inception and has been an influential factor of this valuable public utility, which includes in its plans the building and operating of a bridge across the Mississippi River, for which the Constitutional Convention has granted authority. He was the first to advocate and work for the city ownership of the bridge.

For his splendid service in the promotion of the Public Belt Railroad System he was awarded a handsome loving cup, presented by the New Orleans Picayune. He is today recognized as one of the most progressive and influential citizens and business men in the Crescent City, and in the community where he has always resided his circle of friends is limited only by that of his acquaintances.

Mr. Bloomfield married Miss Alice Affleck, of New Orleans, and both take an active interest in church and benevolent work. He is an elder in the St. Charles Avenue Presbyterian Church, and is first vice president of the New Orleans and Mississippi Valley Seamen's Friend Society, and a member of the Round Table Club.

ROBERT DULANEY REEVES has an important place in New Orleans commercial life as vice president and general manager of W. G. Coyle & Company, Incorporated, one of the oldest and one of the largest coal and towing organizations in the South, whose headquarters are at 337 Carondelet Street.

Mr. Reeves was formerly a traffic man with the Illinois Central Railway at New Orleans, and spent nearly twenty years in railroad service. His career has been a progressive one, from a boyhood of comparative

poverty and great responsibility involving not only his own livelihood but the care and support of others dependent upon his exertions.

Mr. Reeves was born near Trenton, Todd County, Kentucky, December 19, 1877, son of Crittenden and Martha (McElwain) Reeves. His parents were native Kentuckians. During his boyhood and the life of his father he had the advantages of a good home and opportunities to attend the public schools of Todd County and the Vanderbilt Training School at Elkton. During his vacation he worked in the office of his father, who was clerk of the County Court. His father died in 1894. That threw upon his youthful shoulders the support of his mother, small brothers and sisters. He immediately left school and became chief deputy to the clerk of the County Court, and performed his official duties in that capacity until December 31, 1897.

He left public office to go with the Illinois Central Railroad Company at Louisville, and filled various position in different offices, respectively as rate clerk, traveling freight agent, chief tariff clerk and chief clerk. In November, 1907, he left the Illinois Central to become general freight and passenger agent of the Mississippi Central Railroad at Hattiesburg. Mr. Reeves returned to the Illinois Central in May, 1911, as assistant general freight agent at Memphis. From Memphis he was transferred to New Orleans in February, 1912, as assistant general freight agent.

His long experience in transportation service and other qualifications opened to him the attractive appointment which he accepted in August, 1915, when he resigned from the railroad and became vice president and general manager of the W. G. Coyle & Company, Incorporated. His firm does both a wholesale and retail domestic (household and industrial) coal business, besides bunker and export coal, and has complete equipment and facilities for towing and wrecking work. Mr. Reeves is also president and general manager of the Sipsey Barge and Towing Company, Inc., with headquarters in New Orleans. This company is engaged in chartering and towing deep sea barges, between ports in the Gulf of Mexico and West Indies.

As an honored and influential business man Mr. Reeves is a member of the Board of Directors of the Marine Bank & Trust Company. He is a member of the Association of Commerce and Board of Trade, being chairman of the Foreign Trade Bureau of the former and on the governing committee (Maritime Branch) of the latter. He is a member of the Mississippi Valley Association, and Chamber of Commerce of the United States, and socially his connections are with the Pickwick, Chess, Checkers and Whist, Country, Southern Yacht, Kiwanis and Carnival clubs, the Kentucky Society of Louisiana and the Historical Society of Louisiana.

In 1902 he married Miss Evelyn Humphries of Mississippi. Their four children are Phyllis Evelyn, Jane McElwain, Charles Humphries and Nancy Robert.

JAMES ZACHARIE SPEARING. There has been no time within the past thirty years when the New Orleans bar has not counted as one of its ablest members J. Zach. Spearing. Mr. Spearing was inspired to take up the law from a sense of its high dignity and nobility, and in all the years of his practice he has remained true to the best ideals of the great calling. He has found his work recompensed with a degree of success sufficient to satisfy his normal ambitions, and his interests outside of law

have been largely those of a public spirited citizen seeking to do good in the community without the impulse of financial reward.

While his career has contributed honor to the legal profession, Mr. Spearing's family from the time it was established in New Orleans more than a century ago was concerned in an important local industry, sail making. Sail making was the trade of the family in England, and Henry Spearing learned this traditional occupation and followed it in connection with his father in England. Henry Spearing, about 1815, came to America, accompanied by his wife and one son, and at once re-established himself in the same business at New Orleans. When he died his sail factory was continued by his oldest son until his death after the Civil war, when another son, John Farmer Spearing, father of our immediate subject, took control, and with his death in 1893 a member of the third generation, Robert Spearing, his son, assumed the responsibility of management. This is one of the very few industrial institutions of New Orleans with an uninterrupted history under the guidance of one family covering a period of more than a century.

The father of J. Z. Spearing was the John Farmer Spearing just mentioned. He was born in New Orleans in 1830 and died at the age of sixty-three. He went into the Confederate Army as a member of the Washington Artillery and served throughout the struggle. In 1852 he married at New Orleans Miss Margaretta Jane Sanders, a native of Mobile, Alabama. Nine of their children grew to mature years.

James Zacharie Spearing was born April 23, 1864, while his mother was living as a refugee with her family at Alto in Cherokee County, Texas. Though a native Texan, Mr. Spearing has spent practically all his life in New Orleans. He was educated in public schools and at the age of thirteen started out to make his own way in the world. He was an office boy for a retail coal firm, later worked in a clothing store, and had some independent experience in business with a partner in the book, newspaper and magazine business.

He began to study law with his brother Joseph H. Spearing. Two years later, in 1886, he graduated from the law school of Tulane University and for five years was a partner with his brother, until the latter entered the ministry. Since 1891 Mr. Spearing has carried the burdens of a large individual practice and has appeared as an attorney on one side or the other in much of the prominent litigation in the courts of the city and state.

Outside of his profession he has always taken a deep interest in the cause of education. He was elected in 1908 and served as a member of the New Orleans School Board until 1912, when he resigned to become a member of the State Board of Education by appointment from Governor Hall, who re-appointed him on the Orleans Parish School Board in January, 1916, to fill an unexpired term, at the expiration of which he was elected for the full term, expiring in 1920. Mr. Spearing was elected president of the board in May, 1919, and served in that office to the end of his term. In all of those positions he gave a great deal of study and thought and did much to solve some of the perplexing questions involved in the matter of text book regulation, and securing sufficient finances for the schools and adequate compensation for the teachers.

Mr. Spearing is a Knight Templar and Consistory Mason and Shriner, and is a past supreme representative to the Supreme Lodge of

Louisiana, Knights of Pythias. He and his family are members of the Episcopal Church. Mr. Spearing married Miss Lulie M. Cooke in 1889. She was born at Mobile. Their two daughters are Cora and Margaretta.

CHARLES ISIDORE DENECHAUD began his career as a lawyer at New Orleans twenty years ago with a high sense of his duties and obligations as a citizen and individual, and few men have made more liberal use of their talents and service in effective performance over a wide range of interests touching city, state and nation.

Mr. Denechaud was born at New Orleans January 3, 1879, son of Edward Francis and Juanita (Del Trigo) Denechaud. His literary education was acquired largely in the Jesuit College at New Orleans up to 1898, and in 1901 he received his law degree from Tulane University Law School. He has been in active practice ever since, and has enjoyed special distinction in the civil branches of practice. His offices are in the Canal Bank Building. Since 1914 Mr. Denechaud has been professor of civil law at Loyola University.

Many other activities and connections make him a man of public prominence in the city. He is a member of the Catholic School Board for the Diocese of New Orleans, is a member of the Board of Commissioners of the New Orleans City Park, is a director of St. Mary's Orphan Asylum, the Louisiana Society for the Prevention of Cruelty to Children, was a member of the Working Women and Children's Commission of Louisiana. Since 1917 he has been director of Civilian Relief of the New Orleans Chapter of the American Red Cross, was a member of the executive committee of the National Catholic War Council, and on the social service commission of the Catholic Federation of the United States. From 1908 to 1912 he served as president of the Federation of Catholic Societies of Louisiana, and from 1912 to 1914 he served as national president of the American Federation of Catholic Societies, declining a third term in that office, but continuing his interests as a member of the executive committee. From the latter part of 1918 until March, 1920, Mr. Denechaud was overseas commissioner of the National Catholic War Council of the United States, in charge of European relief work, with headquarters at Paris. He is chairman of the committee in charge of the erection of the Major Diocesan Seminary at New Orleans for the Roman Catholic Church of the Diocese of New Orleans.

He was president of the Jesuit Alumni Association from 1916 to 1918, was president of the Catholic Army Club Association, was chairman of the committee on state legislation of the New Orleans Association of Commerce, a member of the National Civic Federation, Louisiana Bar Association, Louisiana Historical Society and is a past grand knight of Marquette Council No. 1437 of the Knights of Columbus, and past district deputy for Louisiana of the K. of C. Mr. Denechaud is a member of the Chess, Checkers and Whist, Round Table, Southern Yacht, Audubon and Golf Clubs of New Orleans, and of the Old Colony Club. On October 30, 1907, he married Rose M. Stafford, of Almonte, Ontario, Canada.

COL. ELMER E. WOOD, who for many years was officially identified with the Louisiana National Guard and also in the Federal service at the time of the Spanish-American war, is a New Orleans coal merchant. Ever since the close of the Civil war the Wood family has been prominently identified with the coal business at this Southern port.



William H. H. H. H.

The ancestral line is a record of sturdy seafaring men and later of leadership in industrial affairs. His first American ancestor was a native of England, a sea captain sailing his ships in the export trade, and after retiring from the sea located in New Jersey, where he spent his last years. His son, Capt. Abinah Wood, was born in New Jersey and also followed the life of the sea. He commanded some of the vessels owned by the great Philadelphia merchant Stephen Girard, bringing over many cargoes of merchandise from Europe to Philadelphia. His last years were spent at Newark, New Jersey. His son, Jonathan Wood, grandfather of Colonel Wood, was born at Newark and learned the trade of shipbuilding. Subsequently he left the Atlantic Coast and went to Pittsburgh, Pennsylvania, then a small city. There he employed his skill in building boats for the Ohio River traffic, and died during the cholera epidemic of 1849. Jonathan Wood married Wilhelmina Jones, who was of Welsh ancestry, a native of Pittsburgh, where her parents were early settlers. She survived her husband many years and reared six sons and two daughters, named John, Jonathan, David, Burris, William, James, Catherine and Wilhelmina.

Of these, Burris D. Wood was born at Pittsburgh in 1836 and was thirteen years of age when his father died. He soon afterward began an apprenticeship to learn the trade of nail maker. His apprenticeship completed, he continued as a journeyman and in a few years became factory manager.

In the meantime two of his older brothers had become interested in coal production in Pennsylvania, and in seeking a wider distribution of their product they induced their brother Burris to become their representative and establish headquarters at New Orleans. Burris Wood therefore removed to New Orleans in the fall of 1865 and established a business that has now been in continuous operation for over half a century. He was active in this line until his death in 1902. Burris Wood married Miriam Anna Widney, a native of Allegheny City, Pennsylvania, and daughter of Charles and Mary Alexander (Gilson) Widney. Her grandfather was of Holland ancestry, while the Gilsons and Alexanders were Scotch. Charles Widney was a well-educated man and spent much of his life as a farmer and teacher. He moved to Polo, Illinois, and in 1876 came to Baton Rouge, Louisiana, where he and his wife were victims of the yellow fever in 1878. Mrs. Burris Wood died in 1873, leaving four children, named William H., Elmer E., Charles W. and Mamie E.

Elmer E. Wood was born at Pittsburgh, but has spent most of his life in New Orleans. After the death of his mother he returned to Pittsburgh to live with his paternal grandmother, and while there attended public schools and also Western University. In 1877 he entered Louisiana State University at Baton Rouge, completed a three years' course, and then became actively associated with his father in the coal trade at New Orleans, and has given his time and energies to that business now consecutively for over forty years.

Colonel Wood is a member of the Board of Directors of the City Bank of New Orleans, is a republican, member of the Board of Trade and Association of Commerce, and of the Pickwick Club. Soon after leaving the State University Colonel Wood was appointed a member of the governor's staff with the rank of major. In 1880 he resigned and assisted in organizing the Fourth Battalion of Louisiana National Guard,

being commissioned captain of Company A. Later he was promoted to major of the battalion. In 1898 he was commissioned colonel of the Second Regiment of the Louisiana Volunteer Infantry, and after intensive training he took the regiment to Cuba with Gen. Fitzhugh Lee's Army of Occupation. His regiment occupied the right of the line, and they were the first troops to enter Havana after the surrender. The regiment participated in the martial jurisdiction over the city and island until March, 1899, when the command was ordered to Savannah, Georgia, to be mustered out. Colonel Wood was honorably discharged and resumed his business duties at New Orleans. Later for several months he served as inspector general on the staff of General Walmsley of the Louisiana National Guard.

In 1882 Colonel Wood married Alice B. Carter, a native of the City of St. Louis and daughter of Andrew J. and Annie E. (Gray) Carter. Colonel and Mrs. Wood have reared three daughters and one son, named Annie M., Elmer E., Jr., Clara M. and Alice E. Clara is the wife of J. M. Kinabrew and has three children, named Jack, Elmer J. and Alice Anne. Alice is the wife of Edward G. Ludtke and has a son, named Edward G., Jr.

EDWARD S. HILL came to New Orleans in the year 1898 as Southern agent for the Morton Salt Company of Chicago, and in the intervening years he has developed for this important corporation a large and substantial business in his jurisdiction, which covers all of the Southern states west of the Georgia state line. From a modest inception Mr. Hill has built up a prosperous business for his company, the headquarters of which are in the City of Chicago, the while branch offices are maintained with distributing stations in all sections of the Union. The company sells the output of the Avery rock salt mines near New Iberia, Louisiana, and Texas evaporated salt shipped from Grand Saline, Texas. These are the tow principal sources of supply for the Southern trade, of which Mr. Hill has the supervision, and products are sold principally to wholesale grocery houses. The New Orleans offices of the Morton Salt Company are on the seventh floor of the Canal Bank Building. Mr. Hill has identified himself fully and loyally with the civic and business interests of the Crescent City, is an active member of the New Orleans Association of Commerce and the local Rotary Club, is independent in politics, and is a member of the Southern Yacht Club and the Chess, Checkers and Whist Club.

Edward S. Hill was born in the City of Chicago, Illinois, August 4, 1867, and is a son of Harlow B. Hill, who was long engaged in the carriage business in that city and whose death occurred in 1905, his wife likewise being deceased. Mr. Hill is indebted to the public schools of his native city for his youthful education, and at the age of eighteen years he became associated with his father's carriage business. About one year later he became identified with the commission business in Chicago, and in this he continued until 1886, when he entered the employ of the Morton Salt Company in a clerical capacity. He was soon promoted to cashier in the company's central offices in Chicago, and of this position he continued the incumbent until 1898, when he was assigned to his present executive office, that of agent of the company in the Southern territory mentioned above.

